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## ABSTRACT

The report is the second of two describing the results of a world-wide survey of the maintenance activities of UH-1 helicopter mechanics for the purpose of studying the relationships among job requirements, training, and manpower considerations for aviation maintenance. A summary of the results of the first report is included. The survey questionnaire administered to 5,030 mechanics contained a task inventory of 1,323 specific maintenance tasks and was also designed to obtain information regarding background, experience, and training of the mechanics and general maintenance information concerning the performance of their jobs. Responses from 2,978 mechanics provided a broad profile of the UH-1 maintenance personnel. Detailed data presented in the report are based on the responses of 771 personnel, who at the time they were surveyed were job incumbents performing or supervising UH-1 maintenance in combat units in Vietnam. A discussion of the findings and nine general conclusions concerning training curriculum development are presented in the report. Appended material (267 pages) includes frequency of performance tables for maintenance tasks presented according to various maintenance and experience levels and an examination of the comparability of the two forms of the job description inventories.  
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## UH-1 Helicopter Mechanic (MOS 67N20) Job Description Survey:

### Performance of Specific Maintenance Tasks

Russel E. Schulz, Barbara K. FitzGerald, and  
Wallace W. Prophet

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# SUMMARY AND CONCLUSIONS

## PURPOSE OF THE STUDY

In the past decade airmobility has become an integral aspect of Army tactical operations. The growth of Army aviation has placed a considerable strain on the training base to meet the requirements for large numbers of competent and skilled personnel. These requirements have been particularly critical in the aviation maintenance area.

In seeking to improve the training of aviation maintenance personnel, the Army faces two important problems. First, there is need for detailed specifications of the tasks that the mechanic performs in the field, that is, actual field performance requirements. Second, the portions of these requirements to be met through central service school training and those to be met through other means, such as on-the-job training, need to be determined. The research described in this report was aimed at these problem areas for a critical aviation maintenance specialty, MOS 67N20, the UH-1 helicopter mechanic.

## OBJECTIVES OF THE STUDY

The overall objective of Work Unit UPGRADE was to study the relationships among job requirements, training, and manpower considerations for aviation maintenance. More specifically, the objectives of the study were to develop techniques for gathering task data and procedures for translating the data into effective training programs, and to develop techniques to assist in the definition of school and unit training responsibilities.

## APPROACH

The first step in the accomplishment of these objectives was the conduct of a worldwide survey of the job activities of UH-1 helicopter mechanics and crew chiefs. A job activity questionnaire was prepared, based upon the UH-1 Organizational Maintenance Manual and Maintenance Allocation Chart and interviews with experienced maintenance personnel. From these sources a task inventory of 1,323 specific maintenance tasks performed by the UH-1 mechanic, MOS 67N20, was developed for inclusion in the questionnaire. Other sections of the questionnaire were designed to gain information regarding background, experience, and training of the mechanics and general maintenance information concerning the performance of their jobs.

The survey questionnaires were administered worldwide to 5,030 UH-1 mechanics, 1,557 enlisted maintenance supervisors, and 405 maintenance officers during FY 1968-69. Of these persons, 2,129 were not available for survey due to changes in assignment, completion of service, and similar reasons. Completed questionnaires were received from 2,084 UH-1 mechanics, 702 maintenance supervisors, and 192 maintenance officers, a total of 2,978 respondents.

The results of this survey provided a board profile of the UH-1 maintenance personnel, including their training and background, and a description of the UH-1 mechanic's general job activities. Data concerning the performance of the 1,323 maintenance tasks were obtained.

## RESULTS

The first UPGRADE report<sup>1</sup> presented data and findings on the individual characteristics and general job context for the field survey respondents. The present report provides data on the performance of specific maintenance tasks by 771 67N20 mechanics, 180 enlisted supervisor personnel, and 83 maintenance officers who were combat job incumbents at the time of the survey. The purpose of limiting the sample of these individuals was to permit evaluation of job performance in a combat environment. The questionnaire inventory covered the performance of 1,323 tasks, 1,294 of which related to the maintenance of 253 hardware components and 29 of which related to miscellaneous tasks involved in general UH-1 maintenance and the handling of equipment and tools.

Among the findings were the following:

(1) At least 10% of the organizational-level mechanics and crew chiefs reported performing all tasks in 68 of the 253 different aircraft components represented in the inventory. At least 10% of the Direct Support/General Support (DS/GS) mechanics reported performing all of the tasks on 47 of the 253 components; 34 of these components were in common with organizational mechanics, and 13 were not in common.

(2) There were some hardware components on which less than 10% of the respondents performed any of the associated tasks. The organizational mechanics reported 35 such components, while the DS/GS mechanics reported 17.

(3) Most tasks exhibited the expected increase in proportion of respondents reporting having performed the task as a function of increasing amounts of maintenance experience. There is an increase in the frequency of troubleshooting tasks as a function of experience. Of the 635 tasks reported as performed by 10% or more of the organizational-level mechanics with six months' experience, or less, only about 6% are troubleshooting tasks. In contrast, troubleshooting tasks constitute 20% of some 154 tasks performed by 10% or more of only the more experienced organizational mechanics, that is, those with experience greater than one year.

(4) Enlisted supervisors tended to indicate that the newly graduated mechanic should be able to perform practically all of the tasks listed when he reports to the unit, although the field survey data showed that many of the tasks are performed seldom and by few men. For example, of 288 tasks that were reported as performed by less than 10% of the organizational mechanics in any experience group, over 78% were judged as "must be able to perform at once with little direction" by 20% or more of the enlisted supervisors.

## CONCLUSIONS

General conclusions include the following:

(1) The job description inventory is a feasible means to gather data for systems engineering of training programs. It can be administered effectively by mail, which makes it feasible for use in most military training situations.

<sup>1</sup>Russel E. Schulz, Barbara K. FitzGerald, and Wallace W. Prophet. *UH-1 Helicopter Mechanic (MOS 67N20) Job Description Survey. Background, Training, and General Maintenance Activities*, HumRRO Technical Report 73-33, December 1973.

(2) Adequate attention to administration procedures can produce high rates of inventory returns with military populations, even for long inventories.

(3) Job description data provided by job incumbents probably provide a better basis overall for identifying "need-to-know" content for school training programs than do data based on supervisors' judgments.

(4) Data from job description inventories provide a sound basis for an initial allocation of a task to either school or unit training, but other factors should also be considered in making a final allocation decision. The task training allocation structure provides a basis for the development of systematic quality control mechanisms to ensure the accomplishment of training objectives.

(5) Allocation of training functions and responsibilities requires a corresponding provision of resources for accomplishment.

(6) Data provided by job incumbents can be useful to schools and higher headquarters as a feedback on adequacy of training.



## PREFACE

The overall objectives of Work Unit UPGRADE were to develop techniques for gathering job description data and for translating those data into effective training programs. In addition, the research was intended to produce, as a by-product, specific information concerning job performance requirements for the UH-1 helicopter mechanic, MOS 67N20.

A worldwide survey of the job activities of 67N20 mechanics was conducted. Results of the survey were provided to the U.S. Army Aviation School and U.S. Army Transportation School for their use in training program development and revision. Because of the considerable interest in these results for a number of agencies, they are being presented in documented form in the present report and a previous report—*UH-1 Helicopter Mechanic (MOS 67N20) Job Description Survey: Background, Training, and General Maintenance Activities*, HumRRO Technical Report 73-33, by Russel E. Schulz, Barbara K. FitzGerald, and Wallace W. Prophet, December 1973—dealing with survey results related to performance of UH-1 maintenance tasks. Additional reports include *Use of Job and Task Analysis in Training*, HumRRO Professional Paper 1-69, January 1969, and *Implementation of Systems Engineering Concepts in Army Training*, HumRRO Professional Paper 11-71, by D. Schley Ricketson, Robert H. Wright, and Russel E. Schulz, June 1971.

UPGRADE research was performed at HumRRO Division No. 6 (Aviation) (now the Dothan Office of HumRRO Central Division), Fort Rucker, Alabama. Dr. Wallace W. Prophet is Director of the Division, and Mr. Russel E. Schulz was the Work Unit Leader. Dr. Paul Caro is the current Office Director. The work was carried out under the sponsorship of the U.S. Army Research Institute for the Behavioral and Social Sciences, with LTC A.L. Meredith serving as the technical monitor.

Military support for the study was provided by the U.S. Army Aviation Human Research Unit, Fort Rucker. LTC Donald E. Youngpeter was Unit Chief at the time this report was prepared.

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Meredith P. Crawford  
President  
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**UH-1 Helicopter Mechanic (MOS 67N20)**  
**Job Description Survey:**  
**Performance of Specific Maintenance Tasks**

## Chapter 1

### INTRODUCTION

This is the second of two reports describing the results of a worldwide survey of the job activities of helicopter mechanics, MOS 67N20. The first of these reports<sup>1</sup> presented the data concerning the background and training of 67N20 mechanics and their performance of general maintenance duties. The present report provides data on the performance by these 67N20 mechanics of 1,294 specific UH-1 maintenance tasks and 29 miscellaneous aircraft maintenance tasks, and their use of UH-1 maintenance equipment.

### MILITARY PROBLEM

Research in Work Unit UPGRADE was directed at problems encountered by the Army in meeting its need for highly skilled aircraft maintenance personnel. The rate at which Army aviation has expanded in recent years and the increasing cost and complexity of operational aircraft accelerated the need for these critical maintenance services. The Army inventory of aircraft rose from fewer than 1,000 aircraft at the end of World War II to a peak of approximately 11,500 in FY 1970. While this number has declined as a result of the end of the Vietnam conflict, Army aircraft requirements will continue to be substantial.

During the Vietnam conflict, much attention was focused on the problems of training pilots. Although perhaps less widely recognized, the problems attendant upon the training of sufficient numbers of personnel to maintain the Army's fleet of aircraft were equally critical. The Vietnam experience showed that the operational capabilities of Army aviation depend just as directly on the manner in which maintenance personnel perform as on the manner in which pilots perform. Maintenance personnel are essential links in the chain of airmobility.

Training for aviation maintenance personnel is given at both the U.S. Army Aviation School (USAAVNS), Fort Rucker, Alabama, and the U.S. Army Transportation School (USATS), Fort Eustis, Virginia. During FY 1967, the beginning of the research described in this report, these schools graduated 30,705 personnel from 29 aircraft maintenance courses, ranging in length from 3 to 15 weeks. Since the Vietnam phase-down, the need for new mechanics has declined. Still, 11,619 aircraft maintenance personnel were graduated from these two schools in FY 1972, 3,199 in FY 1973, 2,472 in FY 1974, and 5,975 are scheduled to be graduated in FY 1975.

Aircraft maintenance training should turn out a mechanic or crew chief who is competent in the job, and who can be an effective, productive member of the maintenance team immediately upon arrival in the field. Particularly during the Vietnam situation, time was not available for extensive on-the-job training before a course graduate had to perform maintenance that would determine the availability of aircraft for operational mission employment.

<sup>1</sup> Russel E. Schulz, Barbara K. FitzGerald, and Wallace W. Prophet, *UH-1 Helicopter Mechanic (MOS 67N20) Job Description Survey: Background, Training, and General Maintenance Activities*, HumRRO Technical Report 73-33, December 1973.

The greatly increased numbers of aircraft in the inventory and the numbers of personnel who had to be trained yearly to maintain them had other important implications. Training for aircraft maintenance duties requires elaborate and costly physical facilities. In addition, aircraft used in training are not available for operational units; similarly, highly trained instructors assigned to formal training schools are not available for field duty.

Because of such factors, developers of aviation maintenance curricula must continually reexamine their courses to determine ways of improving the effectiveness and efficiency of training. While such a reassessment has always been a goal for Army training, the present emphasis on airmobile operations adds urgency to efforts to develop new training techniques and to continue to improve existing ones, in order to increase the efficiency of aviation maintenance training.<sup>1</sup>

The military problem addressed in the present research has two elements:

- (1) What is the maintenance job that the mechanic must perform—that is, what are the actual performance requirements in the field?
- (2) What should be taught?

Specifying the job in detail will serve as the starting point for determining what should be taught. Critical questions in this area concern the allocation of training functions to the central school and to operational units, and the level of skill to be taught in each case.

The establishment of the Military Occupational Information Data Bank (MOIDB) by the Office of Personnel Operations, Department of the Army, and the issuance of a CONARC regulation, *Systems Engineering of Training*,<sup>2</sup> provided specific means for increasing the job relevance and the effectiveness of Army training. The research in Work Unit UPGRADE was designed to assist such efforts by providing in-depth information on techniques for gathering and using job data in the construction of the aviation maintenance curriculum.

## RESEARCH PROBLEM

The present research was based upon preliminary exploration by HumRRO Division No. 6 of research problems in Army aviation maintenance training. The Aviation School requested a study of the academic examination system of the School<sup>3</sup>; the findings included the fact that maintenance academic examinations were heavily weighted with material that was judged by maintenance personnel to be somewhat irrelevant to their actual jobs. Further study showed that the examination content was generally reflective of the course content.<sup>4</sup>

Another activity serving as background was HumRRO assistance to the Department of the Army Board of Inquiry on the Army Logistics System (Brown Board).<sup>5</sup> In this context, several areas in which more training was needed were identified by UH-1 maintenance personnel; the general information available indicated a need for better means of determining exactly what the mechanic does, how often and under what conditions he does it, and, consequently, what should be taught at the schools and what on the job.

<sup>1</sup> Recent favorable experience of the U.S. Army Aviation School with the use of individualized, self-paced instruction for maintenance training is a case in point.

<sup>2</sup> Headquarters, U.S. Continental Army Command, CON Regulation No. 350-100-1, 20 April 1972.

<sup>3</sup> Exploratory work in 1965 by T. Harrison Gray, HumRRO Division No. 6.

<sup>4</sup> Exploratory work in 1965 by Peter B. Dawkins, HumRRO Division No. 6.

<sup>5</sup> Exploratory work in 1966 by Wallace W. Prophet, T. Harrison Gray, Peter B. Dawkins, and Russel E. Schulz.

The present research had two principal objectives, both aimed at developing systematic techniques that could be applied to a variety of maintenance curriculum developments, and perhaps to nonmaintenance training curricula as well. The first objective was to develop a system or set of techniques for gathering valid, detailed job description data which could serve as the basis for curriculum development. The second objective was to develop data that would assist in allocating training functions to schools and to unit training.

Implicit in both objectives was the requirement that the techniques must be capable of producing timely information without the expenditure of excessive amounts of personnel time and effort, since operational training agencies seldom have sufficient personnel to allow them to embark on long and expensive research projects. It was also recognized that the techniques should be capable of application to new equipment and jobs entering the Army system.

There have been differing opinions as to the most appropriate means of developing the description of a given job. Examination of the literature has shown few systematic comparisons of alternative procedures for such development within the military context. In the area of survey techniques, for example, there are several alternative means of administering a survey. In the present research, several survey techniques were compared in terms of the types of information produced. The survey products can also be compared with job descriptions derived from other sources. Such comparisons, together with information on the amount and type of effort required for the different methods, will provide the basis for identification of techniques best suited to Army requirements and resources.

The second research objective that related to allocation of school and unit training involved identifying and evaluating the potential contribution of various factors. Previous HumRRO research<sup>1</sup> in several job situations had shown the potential importance of frequency of task performance, percentage of personnel performing task, time after graduation until first performance of task, task criticality, task difficulty, and kinds of facilities required for teaching the task. Other factors might include evaluation of proficiency required and typical circumstances surrounding task performance, such as job aids and supervision. Most of these factors could be quantified and assigned relative values for use in an objective mathematical model for allocation of training responsibilities. Such a model does not exist for Army training, but the present study was aimed at exploiting the nature of some of the data inputs that might be required.

A third objective of this study was to provide the Aviation and Transportation Schools with detailed job description data to be used in upgrading the single-engine, single-rotor, turbine, utility, and observation helicopter course. This course of instruction produces the MOS 67N series that supplies the helicopter mechanics who maintain the UH-1, OH-6, and OH-58 helicopters. The Aviation School requested that the UPGRADE research use this high-density MOS series as the vehicle for model system development, in order to provide information for their immediate use. The data, therefore, were made available, prior to formal publication, to the Aviation and Transportation Schools for use in curriculum design efforts.

## SUMMARY OF RESULTS IN FIRST UPGRADE REPORT

This section provides a summary of the data and findings relating to the background, training, and general job context factors for the field survey respondents, as

<sup>1</sup>Robert G. Smith, Jr. *The Development of Training Objectives*, HumRRO Research Bulletin 11, June 1964;

Harry L. Ammerman, *Development of Procedures for Deriving Training Objectives for Junior Jobs*, HumRRO Technical Report 66-3, May 1966.

presented in the first Work Unit UPGRADE report.<sup>1</sup> Data relating to the performance of specific maintenance tasks are given in Chapter 3 of the present report.

Among the descriptive results presented in the first report were the following:

(1) The UH-1 mechanic is typically a young high school graduate who has had little maintenance experience on aircraft other than the UH-1.

(2) Substantial numbers of low-experience mechanics reported assignment to duty as crew chiefs within their first three months after assignment to the field.

(3) About 90% of the 67N20 mechanics reported having completed the 67N20 course at either the Army Aviation School or the Army Transportation School. About two-thirds of the respondents rated the overall quality of their school training as "good" to "excellent," with about one-third rating it as "fair" or "poor." Most of the recent graduates of these service schools indicated a need for more emphasis on the quality and quantity of practical exercise instruction in aviation maintenance training. Troubleshooting and rigging were the two technique or content areas most frequently reported as needing more emphasis, while the two aircraft systems most often cited as needing more training emphasis were the main rotor and the tail rotor.

(4) Unit maintenance training programs appeared to be generally nonsystematic and not planned in advance. The most frequently used description of unit maintenance training programs was "mechanics learn by doing it themselves." Typically, little or no classroom instruction was devoted to maintenance instruction in field units.

(5) The organizational mechanic's work week was typically 60 hours or more; crew chiefs reported 70 hours or more. In contrast, Direct Support/General Support (DS/GS) mechanics reported a 50- to 59-hour work week. All groups reported that 8 to 10 hours per week were devoted to nonmaintenance duties.

(6) A substantial percentage of mechanics and crew chiefs reported that they "never" or "rarely" read the appropriate sections of the maintenance Technical Manuals (TMs) before beginning work on routine or troubleshooting tasks. This tendency was most pronounced for the least experienced mechanics.

(7) Substantial numbers of mechanics reported difficulty in reading and understanding the TMs, particularly those for the electrical, instrument, and utility systems.

(8) The typical mechanic was "fairly satisfied" with his job and reported that it had turned out to be "better" than he expected at the completion of his service school training. Most were satisfied with the amount and quality of supervision they received, but unit promotion policies were generally rated only "fair" or "poor." While most mechanics expressed interest in future careers in aircraft maintenance, only about 5% stated they would "definitely" or "probably" reenlist. In contrast, over half of the enlisted supervisors indicated they would probably reenlist.

(9) Some 38% of the 67N20s responding indicated they were not performing UH-1 mechanic or crew chief duties at the time of the survey. Of these, about one-third were performing duties completely unrelated to aircraft maintenance. Predictably, job satisfaction was lower for those mechanics who were not performing UH-1 maintenance duties.

<sup>1</sup> Schulz, *et al.*, *op. cit.*



## Chapter 2

### RESEARCH APPROACH

#### SOURCES OF DATA

Six different sources were used in this study to gain alternative descriptions of the 67N20 job. In theory, the descriptions should not vary greatly when all sources are compared. For example, the Army's MOS description of the 67N20 should coincide with that given by the mechanic himself.

Sources used were:

- (1) MOS description.
- (2) Descriptions from the Maintenance Allocation Charts.
- (3) Detailed job description inventories administered to job incumbents and their supervisors by mail.
- (4) Detailed job description inventories administered to job incumbents and their supervisors by a research team in the field.
- (5) Detailed job description inventories administered to recent job incumbents and supervisors (Vietnam returnees) by a research team.
- (6) On-site observations of maintenance activities by a research team.

This approach went beyond the production of information on the variability of job descriptions. Comparisons among these sources produced information basic to identifying the most efficient techniques for gathering veridical job description data. Comparisons were based upon the amount and type of information produced, level of detail as related to level required for instructional development, and various operational factors related to ease of application and general utility. Selected data from these and other sources could also be used in the development of mathematical models for the allocation of training responsibilities.

#### SURVEY INSTRUMENTS

Seven questionnaire-type Job Description Inventories (JDI) were developed to survey the job activities of 67N20 personnel. Table 1 lists each JDI and indicates the group to

Table 1. Survey Groups and Methods of Survey Administration

JDI Form	Group	Method of Administration	
		Mail	On-Site
Form A	Job Incumbents	X	X
Form B	Job Incumbents	X	X
Form A-1	Recent Job Incumbents (Field Returnees)		X
Form B-1	Recent Job Incumbents (Field Returnees)		X
Form S	Supervisors of UH-1 Mechanics	X	X
Form S-1	Recent Supervisors of UH-1 Mechanics		X
Form M	Maintenance Officers	X	X

which it was administered and the methods of administration. Each form was intended for surveying personnel assigned to (or recently returned from) Organizational, Direct Support, or General Support Maintenance Units.

As can be seen from Table 1, each form (except M) was prepared for individuals on the job or for those recently returning from their jobs. Forms A and A-1 were identical in content and differed only in that A-1 was constructed in the past tense to relate the returnee to his recent field assignment. The same was true for Forms B and S and their corresponding past-tense Forms B-1 and S-1. This report deals primarily with Forms A, B, S, and M, the forms administered to UH-1 mechanics and supervisors on the job at the time of the survey.

With the exception of Form M, which had only one section, each form contained four sections. Form A was identical to Form B except for Section III.

Sections I and II contained, respectively: (a) general questions concerning background, maintenance training and experience, and various aspects of the maintenance and nonmaintenance duties performed in present and past duty assignments; and (b) questions relating only to the man's present unit concerning general maintenance duties, working conditions, adequacy and availability of tools, test equipment, technical manuals, and similar factors bearing on the UH-1 mechanic's job. Data relating to Sections I and II were presented in the previously published UPGRADE report.

This report, however, is concerned only with the task performance data in Sections III and IV of the JDI. These tasks<sup>1</sup> were developed through intensive examination and effort by experienced maintenance personnel at the Army Aviation School, and Army Transportation School, several CONUS aviation field units and from documentary sources such as the UH-1 Technical Manuals, and so forth. Section III contained 1,294 tasks; Section IV, 29.

Section III was comprised of a detailed listing of UH-1 maintenance tasks, grouped by hardware component. In all, some 21 different action verbs were combined, as appropriate, with 253 aircraft components to yield the 1,294 maintenance tasks covered in the mechanics', supervisors', and technical inspectors' forms (Forms A, A-1, B, B-1, S and S-1). On the mechanics' forms (A, A-1, B, and B-1), the tasks were divided so that half, or 647, appeared on Forms A and A-1, and the other half on Forms B and B-1. In addition, to allow comparison<sup>2</sup> between Forms A and B, and A-1 and B-1, 22 tasks from Form A were included in Form B, and vice versa. Thus, a total of 669 tasks were represented on each mechanics' form.

The incumbent mechanic respondent was asked (a) whether he had performed the task, only assisted in its performance, or neither assisted nor performed it; (b) the number of times he had performed the task (if performed) within the past month and the past year; (c) how long after the award of the 67N20 duty MOS before he performed the task; and (d) his estimate of his proficiency in performing the task.

Supervisors and technical inspectors were asked to indicate for each task only (a) the amount of direction new 67N20s required to perform the task adequately, and (b) those tasks they felt the newly graduated 67N20 should be able to perform immediately upon his arrival in the unit.

Table 2 illustrates the types of maintenance tasks contained in Section III. Two aircraft components (the tail rotor control quadrant and the fuel control unit) are

<sup>1</sup> The term "task," as used here, means the combining of some action verb (e.g., "assemble," "remove," "troubleshoot") with a hardware component or item of equipment (e.g., tail rotor assembly, hydraulic pump drive quill assembly, main fuel strainer).

<sup>2</sup> See Appendix N for a discussion of the comparability of Forms A and B.

Table 2. Example of Two Components With Corresponding Tasks

Tail Rotor Control Quadrant	Fuel Control Unit
<ol style="list-style-type: none"> <li>1. Disassemble</li> <li>2. Repair</li> <li>3. Assemble</li> <li>4. Rig to tail rotor controls</li> <li>5. Obtain serviceable replacement</li> <li>6. Remove</li> <li>7. Install</li> </ol>	<ol style="list-style-type: none"> <li>1. Clean fuel strainers</li> <li>2. Adjust</li> <li>3. Repair by replacing filter and O-rings</li> <li>4. Rig to throttle (twist grip)</li> <li>5. Obtain serviceable replacement</li> <li>6. Purge</li> <li>7. Troubleshoot</li> <li>8. Preserve</li> <li>9. Remove</li> <li>10. Install</li> </ol>

represented. Seven different maintenance tasks are possible with the first component, while ten different tasks are shown for the fuel control unit.

Section IV contained a list of 29 miscellaneous maintenance and nonmaintenance tasks (e.g., periodic inspections, POL handling, painting of aircraft) and a list of tasks relating to use of 40 UH-1 equipment and tool items (e.g., tow bar, air compressor, tug). The types of questions asked were identical to those in Section III, although the tasks were described in less detail.

## SURVEY SAMPLE

Preliminary data supplied by the U.S. Army Data Support Command (USDATCOM), indicated that 5,490 67N20s and 1,601 enlisted supervisors were potentially "available" for survey on a worldwide basis. It was planned that, of these personnel, 5,030 67N20s and 1,557 enlisted supervisors would be surveyed, as well as 405 maintenance officers. These figures represent totals for the combined mail and on-site survey samples. A total of 2,978 completed questionnaires were received; an additional 2,129 potential respondents were unavailable for survey for various reasons. Thus, over 65% of the potential respondents were accounted for in one way or another, and over 73% of those surveyed responded or were otherwise accounted for. The numbers of completed questionnaires received by survey method, location, JDI form, and unit type are shown in Table 3.

The data presented in this report are based on the responses of 771 67N20 personnel, 180 enlisted supervisor personnel, and 83 maintenance officers who, at the time they were surveyed (either by mail or on-site), were *job incumbents performing or supervising UH-1 maintenance in combat units in Vietnam*. The distribution of these respondents as a function of (a) level of maintenance performed (organizational vs. DS/GS), (b) amount of UH-1 maintenance experience for 67N20s (0-6 months, 7-12 months, or 13+ months), and (c) job assignment (mechanic, crew chief, enlisted supervisor, or maintenance officer) is shown in Table 4.

**Table 3. Number of Each Type of Questionnaire Received by  
Location, Unit Type, and Method of Administration**

Location	Organizational Units				Direct and General Support Units			
	Form				Form			
	A	B	S	M	A	B	S	M
<b>On-Site</b>								
CONUS	124	121	60	13	30	27	44	8
Vietnam	213	222	65	10	38	37	5	3
Subtotal	(337)	(343)	(125)	(23)	(68)	(64)	(49)	(11)
<b>Mail</b>								
CONUS	213	213	133	29	25	47	47	7
Vietnam	260	238	97	61	36	24	57	9
Germany	50	54	59	30	15	12	90	9
Other Overseas	31	34	22	10	11	9	23	3
Subtotal	(554)	(539)	(311)	(130)	(87)	(92)	(217)	(28)
<b>Total</b>	<b>891</b>	<b>882</b>	<b>436</b>	<b>153</b>	<b>155</b>	<b>156</b>	<b>266</b>	<b>39</b>

**Table 4. Numbers of Personnel Performing or Supervising the  
Performance of UH-1 Maintenance<sup>a</sup>**

Organizational Personnel								DS/GS Personnel				
Shop Mechanics			Crew Chiefs *			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
0-6	7-12	13+	0-6	7-12	13+			0-6	7-12	13+		
109	191	66	50	179	104	131	71	18	35	19	49	12

<sup>a</sup>Those personnel performing UH-1 maintenance (i.e., mechanics and crew chiefs) are further categorized on the basis of number of months of UH-1 maintenance experience (i.e., 0-6; 6-12; and 13+)

## **SURVEY PROCEDURE**

The JDIs were administered worldwide during the period of January-August 1968.

**On-Site Survey.** For on-site administration, the research team visited the units selected for survey and obtained current rosters of 67N20 and supervisor personnel. Commanding Officers of the units were informed of the purpose of the survey and were asked to release individuals for survey when they could be temporarily freed from their normal duties. Where more than one unit was to be surveyed at a location, individuals were drawn from several units for a given survey session. This, along with the fact that the research team remained at a given location from three to seven days, allowed for nearly 100% survey coverage without seriously interfering with the unit's mission. The survey was usually administered in an NCO club or mess hall, with groups for survey

sessions ranging in size from 2 to 25 individuals, and averaging 10 to 12.<sup>1</sup> Individuals needed from one to four hours to complete the JDI.

Mail Survey. Specific individuals for the mail survey were identified by name and unit from information provided by USDATCOM. The appropriate form of the JDI (A, B, S, or M) was placed in an individual envelope labeled with the individual's name, his unit and address, and the type of JDI form enclosed. The JDIs were identical to those used in the on-site survey, except that each was stamped "Complete and Return within 15 days. The instructions for returning the questionnaire are on the last printed page." These instructions read: "Place the completed questionnaire in the envelope, SEAL the envelope and return it to the individual who gave it to you."

In units where more than one individual was scheduled for mail survey, the envelopes containing the JDIs were mailed to the Commanding Officer. He was informed that the JDIs were self-administrating and that supervised unit administration of the JDIs was neither necessary nor desired. He was asked to distribute the envelopes to the identified individuals. If the individual was not available for survey because of reassignment or other reasons, the Commanding Officer was instructed to destroy the JDI and indicate on a prepared form the reason why the individual was unavailable. After the sealed envelopes were returned by the respondents, they were mailed by the Commanding Officer to the U.S. Army Aviation Human Research Unit, Fort Rucker, Alabama.

If only one individual was being surveyed in the unit, the JDI was mailed directly to that individual, who completed the form and returned it directly to the Human Research Unit.

<sup>1</sup> 67N20s and enlisted supervisors were frequently surveyed during the same survey session. Maintenance Officers, however, were given their JDI and asked to return it to the research team upon completion. They were not included in the group sessions, because it was felt that their presence might inhibit the responses of the enlisted personnel.

## Chapter 3

### RESULTS

The results of this survey provide a profile of the UH-1 maintenance personnel, including their training and background; a description of the UH-1 mechanic's general job activities; and data concerning the performance of the 1,323 maintenance tasks. As previously indicated, the only results presented in this report are the task performance data contained in Sections III and IV of the JDI. No attempt has been made to describe detailed data in this chapter; rather, the text will serve as an introduction to information in the appendices.

It has been necessary to use summarizing techniques in presenting the results of this survey. Data are presented only for *combat* job incumbents in Vietnam who were actually performing UH-1 maintenance in their current assignments.<sup>1</sup> Responses from Forms A and B were combined, as were those received through mail administration and on-site administration techniques. Some data are presented separately for mechanics assigned to organizational maintenance units and for those assigned to Direct Support/General Support (DS/GS) maintenance units. Similarly, separate reportings are given for different amounts of UH-1 maintenance experience: 0-6 months, 7-12 months, and 13+ months. These groupings were based on certain analyses of the data that determined groups which did and did not differ in their responses to a statistically significant degree.

Performance data for all the maintenance tasks are presented in Appendix A. Further analyses for organizational mechanics are presented in Appendices B-G, and similar analyses for DS/GS mechanics are presented in Appendices H-M. Appendix N contains a discussion of the comparability of Forms A and B of the questionnaire. The data indicate that, for the 44 tasks common to both Forms A and B, the correlations, by item, of percent performing was +0.95 for all organizational shop mechanics, +0.90 for all organizational crew chiefs, and +0.76 for all DS/GS shop mechanics. It is concluded that Forms A and B produced highly comparable results.

#### FREQUENCY OF TASK PERFORMANCE

As might be expected, there were some aircraft components on which all the associated tasks were reported as being performed. Table 5 lists those components on which at least 10% of either the organizational 67N20s or the DS/GS 67N20s reported performing<sup>2</sup> all the tasks associated with that component. As can be seen, organizational mechanics "performed" all of the tasks associated with 68 different aircraft components,

<sup>1</sup> A total of 2,084 questionnaires were received from 67N20 personnel. Of these respondents, 798 reported that they were not performing UH-1 maintenance duties and therefore had nothing to report in Sections III and IV of the JDI.

<sup>2</sup> Since a concern of this research was to provide a basis for decisions relating to inclusion of various tasks in school training, it was necessary to adopt some means or convention for referring to tasks that were "performed" or "not performed." For this purpose, it was decided to refer to a task as "performed" by a given respondent group if 10% or more of that group reported having performed the task.

**Table 5. Components for Which All Associated Tasks Were  
Performed, by Level of Maintenance**

<b>Organizational Mechanics Only</b>	
Cyclic Control Tubes	Engine Magnetic Plug
Tail Rotor Control Tubes	Engine Bearing Oil Strainers
Tail Rotor Control Quadrant	Oil Cooler Turbo Blower
Tail Rotor Pitch Control Mechanism	Tail Rotor Control Hydraulic Cylinder
Shoulder Harness	Cyclic & Collective Hydraulic Cylinder
Troop Seats	& Servo Valve Assembly
Soundproofing	Transmission External Oil Filter
First Aid Kits	Transmission Oil Jets
Windshield & Chin Bubbles	Transmission Assembly
Tail Rotor Drive Shaft Covers	Tail Rotor Gear Box
Tail Boom	Main Rotor Mast Assembly
N <sub>1</sub> Tachometer Generator	Tail Rotor Drive Shaft
N <sub>2</sub> Tachometer Generator	Hanger Bearing Assembly
Fuel Boost Pump	Swashplate & Support Assembly
Main Fuel Strainer	Pitot Tube
Starting Fuel Solenoid Valve	Windshield Wiper Blade & Arm Assembly
Filter	Anti-Collision Light
Engine Chip Detector Plugs	Transmission Chip Detector Plug
<b>Organizational and DS/GS Mechanics</b>	
Cyclic Control Stick	Engine Mount
Collective Pitch Control Tubes	Collective Levers
Tail Rotor Control Pedal and Adjuster	Fuel Quantity Tank Unit
Assembly	Main Fuel Line Strainer
Tail Rotor Control Cables	Engine Oil Tank
Fire Extinguisher	Engine Oil Lines
Pilot or Copilot Door	Engine Oil Cooler
Access Doors & Inspection Plates	Transmission Pylon Isolation Mount
Transmission Cowling	Transmission Primary Oil Filter Assembly
Engine Cowling	Transmission Chip Detector Plug
Synchronized Elevator	Transmission Oil Cooler
Tail Skid	Transmission Magnetic Sump Plug
Tow Rings	Transmission Lift Link
Landing Gear Skid Tube Assembly	Input Drive Quill Assembly
Landing Gear Cross Tube	Main Drive Shaft Assembly
Cross Tube Retention Cap	Stabilizer Bar Dampers
Induction System Air Filter	Scissors & Sleeve Assembly
Engine Intake Screen	
<b>DS/GS Mechanics Only</b>	
Inertia Reels	Transmission Sump Plug
Cargo Door	Tail Rotor Drive Shaft
Whip Antenna	Turn and Slip Indicator
Ground Handling Wheels	Main Generator Drive Quill Assembly
Main Fuel Filter Assembly	Instrument Panel
Engine Oil Filter	Airspeed Indicator
Engine Oil Temperature Bulb	



or about 27% of the 253 components covered by the JDI. This involved some 365 separate tasks, or 28% of the total 1,294 tasks relating to the specific hardware components. The DS/GS mechanics reported performing all of the tasks for 47 of the 253 aircraft components. Thirty-four of these components were common to those performed by the organizational mechanics, while 13 were not. There were 245 tasks associated with these 47 components.

Some caution is necessary in considering this listing of components all of whose associated tasks are "performed" by the DS/GS mechanics. It should be noted that, whereas 699 organizational level mechanics were represented in the data reported here, there were only 72 DS/GS mechanics in the sample. Of these, 18 were in the 0-6 months group, 35 in the 7-12 months group, and 19 in the 13+ months group. Further, keeping in mind that only half of the tasks were represented on Form A of the JDI and the other half on Form B, it can be seen that a DS/GS respondent experience subgroup could represent an extremely small N. For an N of 10, only one respondent would have to report performing a particular task for it to be included in the definition of "tasks performed." The DS/GS data are reported for completeness of coverage, but due to the small numbers of respondents involved, considerable care should be taken in their interpretation.

While it is obvious that school training should emphasize the tasks relating to the components listed in Table 5, there are other factors to be considered in designing school training programs. For example, some of the components on this list had only a small number of rather simple-to-perform tasks associated with them. Seat safety belts, to illustrate, had only three associated tasks—remove, install, and obtain serviceable replacement. Such tasks might receive relatively little emphasis in school training or be relegated entirely to unit training. In contrast, there were some components that had large numbers of associated tasks or tasks that were relatively complex. An example is the main rotor assembly which has 25 associated complex tasks; organizational mechanics and crew chiefs reported performing 23 of these 25 tasks. Components and tasks of this sort might well receive considerable emphasis in school training on the basis of their relatively high frequency of performance in the field and their complexity.

Table 6 lists several components for which one or more of the associated tasks were not "performed," but for which most of the tasks had a rather high frequency of performance. In general, these tasks were performed by 50% or more of organizational mechanics for all experience levels. Tasks exhibiting this high a frequency of field performance probably should receive special consideration in the design of school training programs.

The data in Appendices A and B and, to some extent, in Appendix H should be of principal concern to the school curriculum planner. Appendix B, in particular, is useful in identifying tasks on the basis of their relative frequency of occurrence in the field for the organizational level mechanic. Since this listing is arranged in order of frequency of occurrence of the tasks for the group with 0-6 months of experience, it can be used to define what the "new" mechanic does during his first six months on the job. It also shows how the enlisted maintenance supervisors evaluated the necessity for the new mechanic to be able to perform these tasks competently immediately upon reporting to the unit.

It is worth noting the differences between what enlisted supervisors think the newly graduated mechanic should know and what he actually would know if the school training program were based only upon actual frequency of task performance in the field. For example, Appendix B lists 635 maintenance tasks which 10% or more of the low-experience (i.e., 0-6 months) organizational mechanics and crew chiefs reported performing. Of these tasks, 96% were judged to be essential for the new graduate by the supervisors. In Appendix C 217 tasks are listed that were not reported as performed by

Table 6. Components With High Frequency of Performance of Certain Tasks, by Experience Group

Component/Task	Percent of Organizational 67N20s Performing Task		
	0-6 mo.	7-12 mo.	13+ mo.
Intermediate Gear Box			
Service	79	75	78
Remove	49	64	61
Battery (NICAD)			
Remove	78	87	85
Install	75	89	88
Tail Rotor Assembly			
Remove assembly	76	80	86
Install assembly	74	82	86
Track	73	77	81
Adjust pitch change links	68	77	85
Rig to tail rotor controls	61	68	76
Make operational check	50	61	65
Service	49	62	77
Main Rotor Assembly			
Install blades	75	85	86
Remove blades	74	85	85
Install rotor assembly	67	79	77
Track rotor assembly	66	77	82
Remove rotor assembly	65	77	77
Adjust pitch change links	63	74	80
Adjust trim tab	56	71	76
Adjust drag links	48	56	61
Tail Rotor Drive Shaft			
Install	68	69	61
Remove	62	82	69
Ground Handling Wheels			
Install	66	63	59
Remove	56	56	63
Jump Seats			
Remove	62	70	83
Install	51	71	68
Engine Tail Pipe Fairing			
Remove	51	56	61
Install	36	33	52
Hydraulic System Filters			
Install	51	59	68
Remove	44	59	60

the organizational mechanics and crew chiefs with 0-6 months' experience, but were performed by the 7-12 months group. Of these, 97% were judged to be essential by the enlisted supervisors. In Appendix D, 92% of 154 tasks performed by groups with 13+ months of experience, but not by less experienced groups, were marked as necessary for the new graduate by the supervisors, even though less than 10% of either the 0-6 or 7-12 months groups had reported performing those 154 tasks. Even in Appendix E, which lists 288 tasks which less than 10% of all experience groups reported performing, the enlisted supervisors still judged 78% of the task skills as required for the new graduate.

These data suggest that the maintenance supervisor expects the new graduate to be able to perform almost every conceivable maintenance task without regard to its actual frequency of occurrence in the field. Although this might be desirable from the supervisor's point of view, it is not economically feasible for school training to produce a graduate who is immediately capable of performing all potential tasks as he reports to a unit after graduation. While Appendices B and H are based on the criterion of 10% or more of the respondents reporting having performed or assisted in performing tasks, it is not suggested here that the 10% criterion be used in determining the content of school training. Other cutting points, such as 25% or 5% performing, could be selected. What is suggested is that the actual frequency of occurrence of a task requirement in the field is probably a better basis for an *initial* allocation of a task to school training than is the collective (and somewhat indiscriminating) opinion of supervisory personnel.

While it is true that, in one way or another, the maintenance system must make provision to be able to perform all tasks that may be required, regardless of the probability of their occurrence for any given mechanic, it does not follow that that provision must be made through the procedure of training all mechanics for that task during school training. A number of alternatives exist. For example, unit or on-the-job training (OJT) is an obvious possibility. Provision of job aids, procedural guides, or improved maintenance manuals is another. Finally, there is the possibility that the tasks would not be performed by either the organizational or DS/GS mechanic, but would be assigned to a still higher level of maintenance or handled simply by component replacement.

Although probability of occurrence of a task provides a reasonable basis for an *initial* allocation or non-allocation of tasks to school training, such allocations must be reviewed by training managers in light of other factors. For example, it might be decided to include in school training certain tasks that are critical to aircraft safety or operational availability or certain tasks that require considerable time for their performance, even though such tasks might occur infrequently in units. While frequency of occurrence of a task in the field environment is an important factor in the determination of what is to be included in school training, it is by no means the only factor that should be considered.

The focus of the data discussed in preceding paragraphs has been on tasks that are performed, but it is important to look also at the tasks that are not performed.<sup>1</sup> These are listed in Appendix E for the organizational personnel and in Appendix K for the DS/GS personnel. Examination of the 288 tasks in Appendix E shows that there were 35 aircraft components for which fewer than 10% of organizational mechanics reported having performed the associated tasks. These components are listed in Table 7. Also listed are 17 components for which fewer than 10% of the DS/GS personnel reported as having performed the associated tasks. Twelve components are common to the two groups of respondents. However, no implication is intended that task skills related to these components necessarily are unimportant or that the skills associated with them should

<sup>1</sup>The reader is reminded that "not performed" means that less than 10% of the respondent group had reported performing that task.

**Table 7. Components in Which Fewer Than 10% of the Respondents Reported Having Performed Corresponding Maintenance Tasks, by Level of Maintenance**

Organization Mechanics Only	
Blackout Curtains	Heater Control Panel
Anti-Icing Interpreter	Cabin Air Valves
Anti-Icing Air Valve	Hot Air Mixing Valve
Variable Inlet Guide Vane Actuator (L-13 only)	Noise Suppressors
Variable Inlet Guide Vane Linkage (L-13 only)	Heater Bleed Air Selector Valve
Fuel Control Drive Pad Seal	Four-Way Control Valve Solenoid
Starter Drive Pad Seal	Defroster Nozzles
Main Fuel Manifold (L-13 only-either one)	Air Scoop Assemblies
Fuel Divider & Dump Valve (L-13 only)	Overvoltage Relay
Main Fuel Nozzles (T-Canes) (L-5 thru 11)	Rheostats
Engine Oil Pressure Relief Valve	28-Volt AC Transformer
Omni Indicator (Cross Pointer)	
Organizational and DS/GS Mechanics	
N <sub>1</sub> Turbine Wheel (L-13-either one)	Bleed Air Four-Way Control Valve
N <sub>2</sub> Turbine Wheel (L-13-either one)	Defroster Control Valve
Engine Oil Manifold	Foot Warmer Control
Heating & Bleed Air Separator Valve Control	Foot Warmer Valve
Thermocouple Lead Spool Resistor	Air Scoop Pan Drain Tubes
Terminal Boards and Wiring	Bus Control Relay
DS/GS Mechanics Only	
Fuel Auxiliary Float Switch	External Power Door Limit Switch
Reverse Current Relay	AC and DC Breakers and Panels
Generator Field Control Relay	

not be taught at the school level. As previously noted, other factors enter into such a determination.

## PERFORMANCE OF MISCELLANEOUS DUTIES AND USE OF MAINTENANCE EQUIPMENT

As previously described, Section IV of the JDI requested information concerning the performance of some 29 miscellaneous maintenance and nonmaintenance duties and the use of some 40 items of maintenance-related equipment. Data on these areas are reported in Appendices F and G, for organizational personnel and in Appendices L and M for DS/GS personnel. As might be expected, both these levels of personnel report a high frequency of performance of inspections of all kinds and of ground handling of aircraft. In addition, these duties showed high performance rates per calendar unit of time.

While there were a number of duties that were reported by very few personnel at either maintenance level (principally those relating to maintenance of the various weapons systems), one of the principal points of interest in these data is the contrast between organizational and DS/GS personnel in frequency of performance of certain of these duties. For example, about twice as many organizational personnel reported performance

of door gunner duties as did DS/GS personnel, while four times as many organizational personnel reported loading ammunition into aircraft weapons systems as did DS/GS mechanics. Many of these differences are to be expected because of the contrasting settings in which the two levels of personnel work, but the magnitude of such differences is less predictable.

Also of note here are the data from the enlisted supervisors. As compared with their ratings on maintenance tasks, there is a much greater degree of agreement between their evaluations of the necessity that the new 67N20 possess certain miscellaneous skills and the frequency with which the mechanic reports performing these miscellaneous tasks. In general, the supervisors do not feel that the weapons systems maintenance tasks are required of the new 67N20, and these are tasks with very low reported frequency of performance.

However, there is a sharp contrast between the data pertaining to supervisors' evaluations of the proficiency of new 67N20s in performing these 29 miscellaneous maintenance tasks and their evaluations of proficiency for the 1,294 specific maintenance tasks covered in Section III of the JDI. For example, of the 635 tasks listed in Appendix B (those "performed" by 10% or more of the 0-6 months organizational mechanics and crew chiefs), 25% or more of the enlisted supervisors indicated that "constant" or "much" supervision was needed by the new 67N20 on 193 of these tasks (30% of the 635 performed tasks). Of the 29 miscellaneous duties in Section IV of the JDI, only 12 were performed by 10% or more of the organizational personnel. Of these 12, 10 (83%) showed ratings of "constant" or "much" direction needed, by 25% or more of the supervisors. This tendency of supervisors to be more critical of the proficiency of new 67N20s for these miscellaneous tasks and duties may simply reflect the lack of specificity of the task descriptions, at least for some of the items.

With reference to the 40 items of maintenance equipment covered in Appendices G and M, most of the items are used by 10% or more of the new mechanics. Organizational mechanics report using 31 of the 40 items, while DS/GS mechanics report using 26 of the 40 items. In general, there is considerable correspondence between the two groups in frequency of using the various items. The availability of these items of equipment did not seem to be a problem for either level of maintenance. In general, 100% of the respondents indicated the equipment items were available to them. Again, supervisors tended to be critical of the ability of 67N20s to use these items of equipment without much direction. However, of 15 items of equipment reported as used by 25% or more of the organizational personnel, only three items were reported by 25% or more of the supervisors as requiring "much" or "constant" direction in their use by new 67N20s.

## Chapter 4

# DISCUSSION AND GENERAL CONCLUSIONS

The research reported here was concerned with both methodological and practical considerations. The use of job description data (JDD) in the development and evaluation of military training programs is becoming ever more important. As Army fiscal and manpower resources become more critical, and as equipment grows more costly and complex, it is becoming increasingly necessary that training be as efficient as possible and that it be directed to the necessary and crucial aspects of the job. The adoption of the systems engineering approach to training<sup>1</sup> by the Army provides a systematic methodology for achieving this goal. However, a key first element of this approach—perhaps its most important element, in practice—is that of detailed determination of the tasks that the man will actually perform on the job.

It is recognized that the development of adequate job description data is an activity that takes care and skill, and that it requires resources. Ideally, first-hand observations by experienced job analysts would be made of job incumbents' performance. Such observations are usually not possible, though, in terms of cost or availability of job analysts. The questionnaire inventory approach offers a feasible alternative. Results of this and other studies<sup>2</sup> support this approach.

Besides seeking to explore the practicality of the job description inventory as a means of gathering data describing Army jobs, particularly in the maintenance area, this research also was concerned with developing data describing a specific aviation maintenance job, MOS 67N20. The work was performed at a time when this particular job specialty was receiving great attention in Vietnam combat operations. In this regard, the general observations of the researchers indicated that Army aviation maintenance personnel performed remarkably well, particularly in the combat theater, and that the two Army service schools that provided the bulk of their training also performed extremely well during a difficult period. The experiences of that period and the data presented here provide valuable lessons for the future in terms of improved training efficiency and advances in training development methodology.

## METHODOLOGICAL CONSIDERATIONS

The results of this research indicate that the field survey method can produce a valid and reliable picture of aviation maintenance jobs. It is a picture that provides useful data for designing training programs and for deciding what should be trained at the school and

<sup>1</sup>The Army uses the terminology *Systems Engineering of Training* to refer to this process, the Navy refers to it as the *Systems Approach to Training (SAT)*, and the Air Force uses the term *Instructional Systems Development (ISD)*. The Interservice Training Review Board is seeking to standardize the approach and terminology over the three services.

<sup>2</sup>Probably the most highly developed system for acquiring JDD is the USAF Comprehensive Occupational Data Analysis Program (CODAP) approach. The CODAP approach, as developed by Christal and his associates, is very similar to that employed here.



what should be trained elsewhere. In practice, training allocation decisions must be made on practical grounds as well as on the basis of JDD. However, the job data should remain primary, so the development of a sound job data base is a matter of considerable concern.

In order to develop adequate JDD, at least three basic requirements must be met: (a) adequate survey instruments, (b) a sound sample design, and (c) an effective administration mechanism. In the present instance, considerable effort went into the development of the JDI survey instruments. The method of drawing on the experience of expert maintenance personnel and the extensive pretesting that the JDI received ensured a comprehensive listing of tasks and job context questions, as well as a questionnaire that communicated to the respondents. While the questionnaire was lengthy, there was reason to believe, because of the extensive pretesting, it would produce valid and reliable data. The in-depth interviews that were given to pretest respondents as the questionnaire went through several modifications gave considerable assurance that (a) content coverage was thorough, (b) the item language communicated to the respondent population, and (c) respondents were conscientious in their responses. The development of the questionnaires is discussed in more detail in Appendix D of the previously published UPGRADE report.<sup>1</sup>

With reference to the sample design, since this was, in essence, a worldwide survey of virtually the entire 67N20' population, most sampling problems related to subgroup coverage were not encountered. However, there were adverse effects on data reliability that naturally occur as a function of small subgroup size. It was noted in the present data that reliability for the two smallest mechanic subgroups (N = 18 and N = 19) was somewhat low as compared with that of the other subgroups ranging in size from 35 to 179.

In the administration of the survey, the procedure followed was based on previous HumRRO survey experience. It was a procedure that could be expected to, and did, produce a high rate of return. If those persons not in maintenance jobs, no longer in the unit, in transit, in the hospital, and otherwise accounted for are subtracted from the number of persons to whom JDIs were sent, the return rate of completed questionnaires from the target population of aviation maintenance job incumbents was almost 70%. This is a high rate of return, especially for a questionnaire of this length and complexity, and considering that almost half the persons surveyed were in the combat theater. The key factors, in addition to having a meaningful JDI survey instrument, would seem to be:

- Surveying individuals by name.
- Having well-designed unit administration procedures with good instructions and requiring minimum work.
- Systematic call-back or follow-up procedures, including notification to the research team that the packet had been received at the unit.
- An authoritative cover letter signed by a military person of significance to the respondent groups (in this case, the Director of Army Aviation).
- Respondent anonymity, a critical factor particularly regarding response to job-context questions. (The respondent must be convinced that anonymity is adequately ensured.)

A point of considerable interest is that the JDI administered by mail produced data comparable to those JDIs administered on-site by the research team.<sup>2</sup> This, of course, greatly reduces the cost of this type of job surveys and makes them feasible for use in most military training-development or training-revision situations.

<sup>1</sup> Schulz, *et al.*, *op. cit.*

<sup>2</sup> See Schulz, *et al.*, *op. cit.*



Splitting the task list into subunits that are more easily managed administratively does not degrade the quality of data produced. It may be argued that the length of the task inventory which the respondent completes is a critical factor in data quality; thus, reducing its length is important to data quality.

Of considerable interest to those responsible for systems engineering of training courses is the discrepancy that exists between what the supervisors feel are the necessary task skills that the new graduates should possess and those tasks that the new graduates (and even the more experienced mechanics) report they actually perform on the job. What the supervisor wants in his new mechanic and what is feasible, or affordable in school training, would seem quite different.

Most past military maintenance training programs have been designed on the basis of what expert maintenance personnel or superior officers feel is required to perform the job in question. Almost by definition, these persons typically are several years, or many years, removed from the job that the entry-level MOS man must perform. It is not surprising, therefore, that training curricula may be overloaded with "nice-to-know" information and skills. School training for entry-level MOSs must be a rational compromise—between the almost infinite number of task skills and knowledges that the new mechanic ideally would possess in order to be able to handle every conceivable maintenance situation, and the real, probabilistic world of what occurs on the job and what can be afforded in training. This stress on the necessity for developing the job description on the basis of what people really do on the job is one of the basic tenets of the systems approach to training. The present data confirm the importance of this tenet to the development of cost-effective training programs.

## MAINTENANCE TRAINING CONSIDERATIONS

These data provide much general and specific information for those interested in helicopter maintenance training. High frequency tasks can be identified, as can the low frequency tasks performed by few or no mechanics. For example, only about half of the 1,294 maintenance tasks related to specific hardware components were reported as performed by 10% or more of the mechanics with 0-6 months' experience. Only 103 of the 1,294 tasks were performed by 50% or more of this same experience group. It is not suggested that school training should be omitted for any task that is not performed by at least some specified percentage of the new graduate respondents, but this must concern curriculum developers faced with limitations on training resources.

At the same time, the data indicate, for practically all tasks, a consistent increase in percentage of respondents performing a task as a function of amount of maintenance experience. This increase shows that performance requirements do exist for most of the tasks identified, even though they may not typically be performed by the new graduate. The question, then, is how to provide the training required to perform such tasks. In some cases, such tasks can be properly performed by the experienced mechanic without any specific training for the task through reference to Technical Manuals (TMs), job aids, or other sources. In other instances, the specific training required can be given by the unit. Finally, for some tasks the necessary training can only, or best, be given at the school level.

In interpreting this increase in percentage of respondents who reported performing a task as a function of time on the job, the reader should note that there may be several factors related to this. It may be a simple reflection of task difficulty and the tendency to assign the performance of the more difficult or critical tasks to the most experienced mechanics. Comment is made elsewhere in this report, for example, on the tendency for troubleshooting tasks to be more frequently performed by the higher experience level

mechanics than by those with lesser experience. However, the increase in frequency with experience may also be, at least in part, artifactual in nature. That is, for any task requirement of a given probability of occurrence as a function of time, the likelihood that an individual will report having performed it may well be a simple linear function of his time on the job. In practice, frequency of performance is likely a function of these and other time-related factors.

As previously noted, the training system designer would do well to secure data for job incumbents concerning frequency of task performance rather than relying on the judgments of supervisory personnel. While supervisor judgments are an important input, they typically do not provide a good picture of actual day-to-day job task requirements for the new graduate in the field. Supervisors tend to state requirements for proficiency in many job tasks that the mechanic is infrequently, or never, required to perform. For example, 154 tasks are listed in Appendix D that were performed by 10% or more of only the most experienced mechanics group (i.e., those with 13 or more months of experience). Fewer than 10% of the other two experience groups reported performing these tasks. Yet, of these 154 tasks, 142, or 92%, were indicated by over 20% of the supervisors to be essential for the new 67N20 when he reports to his unit. Any such tasks should be included in school training only after careful consideration.

Occasionally, supervisors may fail to include a task even when the data show that it is performed fairly frequently by the new graduate. An example is "Repair Cyclic Control Stick." This task was performed by 31% of the group with 0-6 months experience, with 63% of those having performed it 1 or 2 times in the past month, 13% having performed it 3-6 times in the past month, and 6% having performed it 7-10 times in the past month. Seventy-one percent of those who performed this task reported that it occurred within the first two months they were in their unit. The concern here is that a task for which there is a real requirement for the new graduate to perform may be omitted from training if the supervisor's judgment were the only criterion for inclusion. Because of the possible adverse impact on aircraft operational availability, the omission of necessary tasks from training is potentially more serious than the inclusion of "nice-to-know" items.

While supervisor judgment should not be ignored, task frequency data supplied by incumbents should be a primary basis for developing or adjusting the content of training programs. In cases where the training program or the MOS already exists, the task data approach can be used since there are job incumbents in the field. In the case of a new system or new MOS, this will not be possible. It may be feasible to use a similar existing job; however, if none exists, the initial curriculum will necessarily be established on the basis of expert judgment, Technical Manuals, Field Manuals, and similar sources. As the number of people in the new job increases and operational experience accrues, it will then be possible to adjust or upgrade the training program on the basis of JDI data supplied by job incumbents.

The question might be raised as to whether it is necessary to gather extensive data from supervisors in the field. There does remain a need for data concerning the proficiency of the new graduate to provide feedback to the schools concerning their product quality. Certainly, the supervisor can provide such evaluative data.

Examination suggests that the mechanics' self-rating proficiency data may also provide useful information on their proficiency for school use. Their self-ratings show some degree of discrimination in their proficiency for the various tasks. For example, in the tasks performed by a relatively high proportion of the 0-6 months mechanics (i.e., 65% or more), the percentage of mechanics rating their proficiency as "very good" or "excellent" varies from 37% (Install Scissors and Sleeve Assembly) to 72% (Install Pilot or Copilot Seat). A similar variation in proficiency discrimination exists in their

self-ratings throughout the task listing, although, as would be expected, the range increases somewhat as the number of respondents who report performing the task decreases.

Comparison of the mechanics' self-ratings of proficiency with the supervisors' ratings of amount of direction required by new 67N20 mechanics shows some differences. Correlations were computed on the task in Appendix B for the percentage of 0-6 months mechanics rating their proficiency as either "very good" or "excellent," with the percentage of supervisors rating the amount of direction required on the task by the new 67N20 as "little direction" or "no direction." For the 103 tasks reported as performed by 50% or more of the 0-6 months mechanics, the correlation of the ratings of proficiency between mechanics and supervisors was .37. For the 222 tasks performed by 25-49% of the 0-6 months mechanics, the correlation was .27. Thus, there is moderate correlation between these two estimates of task proficiency, but the relationship is not strong enough that one can conclude that they are substantially the same. In both these instances the supervisors seem to view the mechanics' proficiency somewhat more favorably than do the mechanics themselves.

While it would be necessary to correlate self-ratings of proficiency and supervisors' ratings with actual job-performance testing indices to evaluate their relative merits, it would appear that self-ratings of proficiency can provide usable data for a training quality control system at relatively little cost.

An exhaustive task listing, such as that developed here, can also be used by school curriculum designers as a checklist against which the content of training programs can be compared. Thus, when a given task is found not to be covered in a training program, the question arises as to whether it is covered adequately in other courses, by on-the-job training, or otherwise. In this way, its omission from a training program is based on conscious decision by training administrators, rather than on inadvertent or unknowing omission.

As would be expected from information in the earlier UPGRADE report,<sup>1</sup> the mechanics report relatively high frequency of occurrence of tasks relating to engine, transmission, rotor, and airframe systems. In contrast, they report low frequency of performance of tasks related to electrical, instrument, and anti-icing systems, fuel controls, and certain aspects of the engine.

Of particular note, though to be expected, is the change that occurs with experience in the frequency of troubleshooting tasks performed. Of the 635 tasks performed by 10% or more of the group with 0-6 months experience (Appendix B), only 39, or 6.1%, are troubleshooting tasks. Of the 217 tasks performed by 10% or more of the 7-12 months group (Appendix C), but not in Appendix B, some 25, or 11.5% are troubleshooting tasks. Of the 154 tasks in Appendix D (i.e., those performed by 10% or more of the 13+ months group only), some 31, or 20.1%, are troubleshooting tasks.

The manner in which training in troubleshooting skills is provided is a matter of importance to the curriculum designer. Some troubleshooting learning can probably occur only on the job where certain problems arise. Consideration of data such as are presented here can assist in deciding what should be trained at the school level and what should be trained on the job.

In all aspects of training, when a decision is made to relegate a training responsibility or function to the unit, care must be taken to ensure that the necessary resources are provided the unit and that a mechanism is established to ensure that the training objectives are accomplished. Allowing skills to develop in an uncoordinated fashion through chance exposure and unit experience may not produce the training result the Army desires, or at least it may not produce it in efficient or effective fashion.

<sup>1</sup> Schulz *et al.*, *op. cit.*

## CONCLUSIONS

While the reader who is knowledgeable in aviation maintenance will be able to draw many detailed conclusions from these data concerning maintenance of the UH-1 aircraft, no attempt is made here to do so. Rather, the following conclusions of general interest or applicability are offered in the hope that they may be useful to others concerned with training curriculum development in aviation maintenance and other areas.

(1) The job description inventory questionnaire can be used to gather job description data from job incumbents as a basis for training program development. The JDI can provide extensive and detailed data about the job (or the subsets of a job, as in the case of the 67N20 organizational mechanic, the 67N20 organizational crew chief, and the 67N20 DS/GS mechanic) and the circumstances in which it is performed, as is required in the systems approach to training design. The development and use of such JDIs are within the resources available at most, if not all, Army service schools.

(2) Administration of the JDI by mail can produce valid job data. The cost and time advantages of a mail survey can be substantial when compared with the cost of sending survey teams to the field.

(3) The JDI should be produced by a combination of experts in subject matter and experts in questionnaire development. Task listings should be exhaustive, and pretesting for clarity and administrative feasibility is essential.

(4) Administration procedures must receive careful attention, particularly for a mail survey. This is necessary both to secure valid data and to ensure adequate mail return of satisfactorily completed questionnaires. With proper attention, return rates well in excess of 50% can be secured from military populations, even for quite complex and lengthy questionnaires.

(5) Lengthy job task lists can be subdivided with no adverse effect on the resulting data if the questionnaire is well constructed and pretested, and if proper sampling procedures are followed. Every attempt should be made to keep the length of questionnaires to the minimum necessary.

(6) In developing objectives for school training, field supervisory personnel tend to judge practically all possible tasks as ones in which the new graduate should be proficient as he goes to the field. Therefore, supervisors may not be a very discriminating source of information concerning identification at the task level of essential, need-to-know content for school training. JDI data supplied by job incumbents provide a better basis for systems engineering of training programs.

(7) The exhaustive task listing developed for a JDI provides a convenient means to check the content of school and unit training programs to ensure that all tasks are adequately provided for in the overall training system. It also allows it to be made explicit where responsibility for a given training function resides.

(8) When responsibility for a given training function is assigned to field units, they must be provided with the resources necessary to accomplish that training function. Similarly, higher headquarters should establish feedback mechanisms to assess the extent to which field training objectives, as well as those of school training, are being accomplished.

(9) Job incumbents can provide useful and discriminating estimates of their own proficiency in performing job tasks. Such assessments can be used to evaluate the effectiveness of instructional programs and to provide a basis for program revision or upgrading. However, their self-estimates may differ somewhat from proficiency evaluations provided by supervisory personnel, so curriculum developers may wish to consider both types of proficiency evaluation data if resources permit. If resources for developing job data are limited, self-ratings of proficiency by job incumbents can be used to advantage.

## APPENDICES

## Appendix A

### **FREQUENCY OF PERFORMANCE OF MAINTENANCE TASKS, BY RESPONDENT GROUP AND EXPERIENCE LEVEL**

Appendix A presents basic information concerning the frequency of performance of the 1,294 UH-1 maintenance tasks from Section III of the JDI questionnaire. Each of the three respondent groups (organizational mechanics, organizational crew chiefs, and DS/GS mechanics) is subdivided into three UH-1 maintenance experience groups (0-6 months, 7-12 months, and 13+ months). Thus, for each task, data are given for nine different respondent subgroups.

Two basic items of data are given: the number of persons who responded to the questions on that task, and the percentage of those respondents who reported that they had "performed" that task. A respondent is tabulated as having "performed" a task if he indicated on the JDI that he had performed the task or had assisted in performing it.

Appendix A is the only appendix that lists all 1,294 UH-1 maintenance tasks. The tasks are grouped as a function of the particular aircraft assembly or component to which they relate. Information concerning tasks related to a specific component (e.g., tail rotor control chain) can be found in this appendix. The 44 tasks that were common to both Forms A and B are indicated by an asterisk (\*).



Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
1. CYCLIC CONTROL STICK							
Disassemble	0-6	18	50	27	26	30	10
	7-12	45	91	27	77	19	16
	13+	32	34	38	52	17	6
Repair	0-6	35	54	21	24	13	8
	7-12	42	90	41	97	35	17
	13+	55	29	30	46	46	13
Assemble	0-6	22	50	27	26	20	10
	7-12	45	91	29	76	19	16
	13+	36	33	38	52	33	6
Rig to cyclic controls	0-6	40	55	33	24	38	8
	7-12	68	90	57	97	76	17
	13+	70	50	56	45	77	13
Troubleshoot	0-6	39	49	35	26	20	10
	7-12	47	91	39	75	25	16
	13+	56	34	47	51	20	5
Obtain serviceable replacement	0-6	33	55	25	24	25	8
	7-12	56	86	47	94	35	17
	13+	69	29	39	46	54	13
Remove	0-6	35	51	38	26	60	10
	7-12	67	92	48	77	65	17
	13+	66	32	56	52	50	6
Install	0-6	40	55	38	24	38	8
	7-12	64	87	51	96	29	17
	13+	69	29	43	46	77	13
2. CYCLIC CONTROL TUBER							
Repair	0-6	30	47	19	26	0	9
	7-12	20	89	20	75	13	15
	13+	25	32	24	51	17	6
Rig to cyclic controls	0-6	44	54	33	24	50	8
	7-12	73	89	52	96	63	16
	13+	69	29	59	44	77	13
Obtain serviceable replacement	0-6	66	47	31	26	22	9
	7-12	74	90	60	77	69	16
	13+	81	32	58	52	83	6
Troubleshoot	0-6	44	54	42	24	38	8
	7-12	69	87	52	96	47	17
	13+	66	29	51	45	69	13
Remove	0-6	65	49	50	26	70	10
	7-12	86	91	65	75	75	16
	13+	80	30	65	52	80	5
Install	0-6	68	56	42	24	75	8
	7-12	80	86	62	95	71	17
	13+	76	29	67	45	85	13
3. COLLECTIVE PITCH & POWER CONTROL LEVER							
Disassemble	0-6	18	49	15	26	0	10
	7-12	36	88	21	76	25	16
	13+	44	34	33	51	67	6
Repair	0-6	22	55	13	24	0	8
	7-12	41	88	23	96	12	17
	13+	43	28	36	45	25	12
Assemble	0-6	17	48	15	26	0	10
	7-12	38	88	20	76	31	16
	13+	39	33	33	51	50	6

(Continued)



Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel			
		Shop Mechanics		Crew Chiefs		Shop Mechanics			
		Percent Performing or Assisting	Number of 61N20s Reporting	Percent Performing or Assisting	Number of 61N20s Reporting	Percent Performing or Assisting	Number of 61N20s Reporting	Percent Performing or Assisting	Number of 61N20s Reporting
3. COLLECTIVE PITCH & POWER CONTROL LEVER (Cont.)									
Rig to Collective control	0-6	25	55	21	24	13	8		
	7-12	53	86	39	96	35	17		
	13+	54	28	47	45	62	13		
Rig to N1-N2 controls	0-6	6	47	8	26	10	10		
	7-12	30	86	17	76	31	16		
	13+	29	34	35	51	67	6		
Troubleshoot	0-6	32	56	42	24	13	8		
	7-12	52	87	42	95	24	17		
	13+	64	28	40	45	67	12		
Obtain serviceable replacement	0-6	13	48	8	26	0	10		
	7-12	39	89	22	77	31	16		
	13+	39	33	35	51	50	6		
Remove	0-6	44	55	21	24	38	8		
	7-12	68	87	44	95	44	16		
	13+	62	29	48	44	83	12		
*Install	0-6	$\frac{A}{45} \frac{B}{24}$	$\frac{A}{55} \frac{B}{49}$	$\frac{A}{35} \frac{B}{19}$	$\frac{A}{24} \frac{B}{26}$	$\frac{A}{38} \frac{B}{10}$	$\frac{A}{8} \frac{B}{10}$		
	7-12	68 55	87 91	43 25	96 76	35 50	17 16		
	13+	66 59	29 34	48 40	44 52	75 50	12 6		
4. COLLECTIVE PITCH CONTROL TUBES									
Repair	0-6	22	55	30	23	25	8		
	7-12	27	85	17	96	6	17		
	13+	42	26	27	45	54	13		
Rig to collective controls	0-6	36	50	31	26	20	10		
	7-12	55	91	44	77	63	16		
	13+	61	33	53	51	67	6		
Troubleshoot	0-6	35	55	29	24	50	8		
	7-12	52	85	42	96	41	17		
	13+	48	25	43	44	83	12		
Obtain serviceable replacement	0-6	51	49	27	26	11	9		
	7-12	62	91	48	77	40	15		
	13+	58	33	49	51	33	6		
Remove	0-6	66	56	48	23	75	8		
	7-12	75	88	58	97	65	17		
	13+	61	28	59	46	92	12		
Install	0-6	55	49	31	26	40	10		
	7-12	71	90	53	76	56	16		
	13+	82	33	61	51	83	6		
5. TAIL ROTOR CONTROL PEDAL & ADJUSTER									
Disassemble	0-6	32	56	26	23	38	8		
	7-12	41	87	31	96	29	17		
	13+	39	28	40	45	46	13		
Repair	0-6	19	48	35	26	20	10		
	7-12	48	92	34	74	19	16		
	13+	47	34	27	51	17	6		
Assemble	0-6	29	56	26	23	25	8		
	7-12	43	86	34	95	35	17		
	13+	43	28	43	44	38	13		
Adjust	0-6	39	49	38	26	20	10		
	7-12	59	90	58	77	56	16		
	13+	56	34	58	52	67	6		
*Rig to tail rotor controls	0-6	$\frac{A}{54} \frac{B}{48}$	$\frac{A}{56} \frac{B}{50}$	$\frac{A}{67} \frac{B}{40}$	$\frac{A}{24} \frac{B}{25}$	$\frac{A}{63} \frac{B}{30}$	$\frac{A}{8} \frac{B}{10}$		
	7-12	63 66	87 92	51 57	95 77	71 63	17 16		
	13+	68 62	28 34	55 56	44 50	85 83	13 6		

(Continued)

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
5. TAIL ROTOR CONTROL PEDAL & ADJUSTER (Cont.) Service	0-6	41	49	35	26	20	10
	7-12	66	89	66	76	33	15
	13+	65	34	64	50	50	6
	Obtain serviceable replacement	0-6	32	56	43	23	8
		7-12	44	85	44	94	16
		13+	41	27	44	69	13
	Troubleshoot	0-6	27	48	28	25	10
		7-12	59	88	45	75	16
		13+	59	34	58	50	6
	Remove	0-6	35	55	35	23	8
		7-12	55	86	45	96	17
		13+	48	27	44	69	13
	Install	0-6	35	51	33	24	10
		7-12	62	90	37	76	16
		13+	59	34	48	50	6
6. TAIL ROTOR CONTROL TUBES Repair	0-6	20	55	17	24	25	8
	7-12	25	87	9	96	12	17
	13+	36	28	18	44	17	12
	Rig to tail rotor controls	0-6	38	50	19	26	10
		7-12	63	90	52	77	16
		13+	50	34	60	52	6
	Obtain serviceable replacement	0-6	35	55	29	24	8
		7-12	60	87	35	96	17
		13+	46	28	44	69	13
	Troubleshoot	0-6	21	48	19	26	10
		7-12	54	87	41	75	16
		13+	59	34	58	52	6
	Remove	0-6	45	55	46	24	8
		7-12	66	88	45	94	17
		13+	59	29	56	45	13
	Install	0-6	53	51	15	26	10
		7-12	71	89	53	76	15
		13+	65	34	62	52	6
7. TAIL ROTOR CONTROL QUADRANT Disassemble	0-6	20	56	27	22	13	8
	7-12	47	88	19	91	41	17
	13+	38	29	24	46	62	13
	Repair	0-6	20	49	8	26	10
		7-12	27	90	19	77	16
		13+	32	34	22	51	6
	Assemble	0-6	18	56	23	22	8
		7-12	42	86	20	94	17
		13+	38	29	22	45	13
	Rig to tail rotor controls	0-6	36	50	15	26	10
		7-12	55	89	44	77	16
		13+	41	34	39	51	6
	Obtain serviceable replacement	0-6	21	56	35	23	8
		7-12	35	85	19	95	17
		13+	34	29	31	45	13
	Remove	0-6	38	50	15	26	10
		7-12	63	88	37	75	16
		13+	48	33	37	52	6
	Install	0-6	27	56	35	23	8
		7-12	58	88	25	95	17
		13+	41	29	31	45	13

(Continued)

Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel			
		Shop Mechanics		Crew Chiefs		Shop Mechanics			
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>8. TAIL ROTOR CONTROL CABLES</b>									
Disassemble	0-6	59	49	31	26	30	10		
	7-12	79	89	59	75	81	16		
	13+	82	34	69	52	67	6		
Assemble	0-6	49	55	50	22	25	8		
	7-12	64	88	37	91	69	16		
	13+	66	29	57	41	62	13		
Rig to tail rotor controls	0-6	65	49	31	26	50	10		
	7-12	82	92	68	77	88	16		
	13+	88	34	79	52	100	6		
Adjust tension	0-6	74	54	71	24	50	8		
	7-12	87	89	68	95	82	17		
	13+	93	29	73	44	100	12		
Obtain serviceable replacement	0-6	51	17	23	26	20	10		
	7-12	72	92	53	76	63	16		
	13+	62	34	63	52	33	6		
*Troubleshoot	0-6	$\frac{A}{55}$ $\frac{B}{43}$	$\frac{A}{55}$ $\frac{B}{47}$	$\frac{A}{58}$ $\frac{B}{27}$	$\frac{A}{24}$ $\frac{B}{26}$	$\frac{A}{25}$ $\frac{B}{10}$	$\frac{A}{8}$ $\frac{B}{10}$		
	7-12	67 66	85 89	51 59	93 75	59 40	17 15		
	13+	66 82	29 34	69 63	45 52	83 17	12 6		
Remove	0-6	55	47	31	26	50	10		
	7-12	82	90	63	76	75	16		
	13+	73	33	71	52	67	6		
Install	0-6	48	56	59	22	38	8		
	7-12	82	88	60	93	75	16		
	13+	76	29	69	45	83	-12		
<b>9. TAIL ROTOR CONTROL PULLEYS</b>									
Obtain serviceable replacement	0-6	40	50	8	25	10	10		
	7-12	63	92	42	76	56	16		
	13+	53	31	51	52	33	6		
Remove	0-6	41	56	42	24	25	8		
	7-12	73	86	11	96	76	17		
	13+	55	29	57	16	77	13		
Install	0-6	40	50	19	26	40	10		
	7-12	71	92	46	76	69	16		
	13+	59	34	52	52	67	6		
<b>10. TAIL ROTOR CONTROL CHAIN</b>									
Rig to tail rotor controls	0-6	65	55	63	21	50	8		
	7-12	80	89	69	96	88	16		
	13+	87	30	64	45	100	13		
Obtain serviceable replacement	0-6	42	48	15	26	44	9		
	7-12	74	92	49	76	50	16		
	13+	65	34	65	52	17	6		
Remove	0-6	57	54	35	22	50	8		
	7-12	77	86	66	95	71	14		
	13+	80	30	55	44	100	13		
Install	0-6	55	51	35	26	60	10		
	7-12	85	93	61	76	75	16		
	13+	71	34	75	51	100	6		
<b>11. TAIL ROTOR PITCH CONTROL MECHANISM</b>									
Disassemble	0-6	58	55	46	24	50	8		
	7-12	65	89	56	96	71	17		
	13+	73	30	67	46	62	13		

(Continued)

Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>11. TAIL ROTOR PITCH CONTROL MECHANISM (Cont.)</b>							
Repair	0-6	32	50	8	26	0	9
	7-12	17	89	31	75	31	16
	13+	38	32	40	52	0	6
Assemble	0-6	63	56	42	21	63	8
	7-12	68	87	54	96	65	17
	13+	70	30	67	46	62	13
Rig to tail rotor controls	0-6	58	50	23	26	33	9
	7-12	73	91	62	76	88	16
	13+	73	32	73	52	67	6
Service	0-6	45	55	58	24	38	8
	7-12	64	86	63	95	50	16
	13+	63	30	67	45	69	13
Troubleshoot	0-6	33	49	12	23	11	9
	7-12	57	88	52	75	38	16
	13+	70	33	62	52	33	6
Obtain serviceable replacement	0-6	39	54	38	24	38	8
	7-12	63	87	55	96	65	17
	13+	63	30	67	45	38	13
Remove	0-6	52	50	23	26	40	10
	7-12	80	92	65	76	71	14
	13+	69	32	77	52	67	6
Install	0-6	59	56	46	24	50	8
	7-12	76	89	66	97	65	17
	13+	80	30	73	45	92	13
<b>12. FORCE GRADIENT ASSINBLIES</b>							
Disassemble	0-6	16	50	12	23	11	9
	7-12	29	90	17	76	13	16
	13+	39	33	23	52	17	6
Repair	0-6	9	36	4	23	13	8
	7-12	11	87	16	94	6	17
	13+	21	29	14	44	15	13
Assemble	0-6	12	50	4	24	11	9
	7-12	28	88	13	76	6	16
	13+	33	33	23	52	17	6
Adjust	0-6	11	36	29	24	13	8
	7-12	23	86	22	95	18	17
	13+	31	29	23	44	38	13
Rig to flight controls	0-6	20	50	13	24	11	9
	7-12	43	89	26	76	19	16
	13+	36	33	38	52	50	6
Obtain serviceable replacement	0-6	18	56	17	24	13	8
	7-12	27	86	38	95	41	17
	13+	11	29	36	45	38	13
Troubleshoot	0-6	20	50	17	24	0	9
	7-12	38	88	37	76	7	15
	13+	52	33	38	52	0	6
Remove	0-6	35	55	38	24	13	8
	7-12	60	88	52	94	11	17
	13+	62	29	56	45	54	13
Install	0-6	28	50	23	26	30	10
	7-12	55	92	33	75	25	16
	13+	58	33	44	52	33	6

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel						DS and GS Personnel			
		Shop Mechanics				Crew Chiefs		Shop Mechanics			
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
13. MAGNETIC BRAKE ASSEMBLY Rig to flight controls	0-6	14	56	26	23	13	8				
	7-12	27	89	33	96	47	17				
	13+	38	29	28	73	38	13				
*Obtain serviceable replacement	0-6	A 21 B 22	A 56 B 50	A 22 B 23	A 23 B 26	A 13 B 20	A 8 B 10				
	7-12	26 42	88 92	36 32	96 76	35 19	17 16				
	13+	45 56	29 32	39 42	44 52	23 33	13 6				
Troubleshoot	0-6	22	55	24	21	13	8				
	7-12	27	88	34	94	29	17				
	13+	48	29	38	45	38	13				
Remove	0-6	28	50	35	26	20	10				
	7-12	52	92	48	75	44	16				
	13+	76	33	52	52	33	6				
Install	0-6	30	56	43	23	25	8				
	7-12	42	88	41	93	41	17				
	13+	55	29	36	44	54	13				
14. BELL CRANKS Purge	0-6	58	48	19	26	30	10				
	7-12	73	86	55	76	63	16				
	13+	88	32	56	50	67	6				
Obtain serviceable replacement	0-6	56	54	54	24	75	8				
	7-12	75	89	55	96	47	17				
	13+	66	29	54	46	60	13				
Remove	0-6	70	46	31	26	50	10				
	7-12	89	90	68	74	81	16				
	13+	75	32	69	51	83	6				
Install	0-6	62	55	50	24	63	8				
	7-12	85	87	61	94	71	17				
	13+	72	29	53	45	92	13				
15. SAFETY BELTS Obtain serviceable replacement	0-6	12	49	42	24	20	10				
	7-12	32	90	72	75	19	16				
	13+	44	32	70	50	33	6				
Remove	0-6	58	55	79	24	63	8				
	7-12	66	89	85	96	65	17				
	13+	66	29	98	44	85	13				
Install	0-6	33	49	77	26	67	9				
	7-12	58	91	85	75	69	16				
	13+	70	33	80	50	100	6				
16. SHOULDER HARNESS Obtain serviceable replacement	0-6	15	55	30	23	0	8				
	7-12	31	89	44	95	6	17				
	13+	36	28	47	43	38	13				
Remove	0-6	16	50	27	26	10	10				
	7-12	33	90	63	76	25	16				
	13+	45	33	61	51	50	6				
Install	0-6	16	56	33	24	13	8				
	7-12	42	88	57	96	24	17				
	13+	36	28	56	43	46	13				

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
17. INERTIA REEL *Test	0-6	<u>A</u> <u>B</u> 25 8	<u>A</u> <u>B</u> 56 50	<u>A</u> <u>B</u> 26 31	<u>A</u> <u>B</u> 25 26	<u>A</u> <u>B</u> 25 0	<u>A</u> <u>B</u> 8 10
	7-12	38 40	89 89	47 64	96 76	18 25	17 16
	13+	41 39	29 31	37 69	44 52	15 33	13 6
	Obtain serviceable replacement						
	0-6	11	56	17	24	13	8
	7-12	28	88	42	96	12	17
	13+	34	29	55	44	23	13
	Remove						
	0-6	6	49	8	25	10	10
	7-12	38	90	50	76	31	16
	13+	39	33	58	52	33	6
	Install						
	0-6	16	56	22	25	13	8
	7-12	36	88	51	97	24	17
	13+	41	29	60	45	23	13
18. PILOT OR COPILOT SEAT Disassemble	0-6	8	48	8	25	0	10
	7-12	36	88	21	75	7	15
	13+	27	33	27	31	0	6
	Repair						
	0-6	29	52	14	22	13	8
	7-12	31	87	29	94	0	16
	13+	33	27	25	44	23	13
	Assemble						
	0-6	13	48	16	25	0	10
	7-12	24	88	23	75	7	15
	13+	27	33	29	51	0	6
	*Service	<u>A</u> <u>B</u> 34 27	<u>A</u> <u>B</u> 55 18	<u>A</u> <u>B</u> 35 31	<u>A</u> <u>B</u> 23 26	<u>A</u> <u>B</u> 13 10	<u>A</u> <u>B</u> 8 10
	7-12	40 50	86 88	56 69	94 75	6 44	16 16
	13+	48 45	27 33	50 65	44 51	54 17	13 6
	Adjust						
	0-6	27	48	46	26	30	10
	7-12	54	89	71	75	63	16
	13+	52	33	63	52	50	6
	Obtain serviceable replacement						
	0-6	14	51	27	22	13	8
	7-12	27	85	26	95	31	16
	13+	41	27	26	43	46	13
	Remove						
	0-6	69	49	65	26	60	10
	7-12	88	92	84	74	81	16
	13+	85	33	83	52	83	6
	Install						
	0-6	70	56	51	24	63	8
	7-12	83	88	77	96	76	17
	13+	72	29	74	43	92	13
19. JUMP SEATS Disassemble	0-6	19	18	56	25	10	10
	7-12	27	90	55	75	44	16
	13+	42	33	65	52	17	6
	Repair						
	0-6	6	54	9	23	0	8
	7-12	9	86	20	93	0	17
	13+	21	29	23	44	31	13
	Assemble						
	0-6	19	48	60	25	20	10
	7-12	34	90	55	75	38	16
	13+	48	33	73	51	17	6
	Obtain serviceable replacement						
	0-6	11	54	14	22	13	8
	7-12	12	85	37	94	29	17
	13+	28	29	50	44	58	12

(Continued)



Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
19. JUMP SEATS (Cont.)							
Remove	0-6	55	51	76	25	60	10
	7-12	60	90	82	74	81	16
	13+	76	33	88	50	67	6
Install	0-6	46	56	61	23	50	8
	7-12	63	88	79	95	65	17
	13+	55	29	77	43	100	12
20. TROOP SEATS							
Disassemble	0-6	22	49	52	25	10	10
	7-12	34	90	68	75	25	16
	13+	44	32	65	52	17	6
Repair	0-6	13	55	14	21	0	8
	7-12	10	87	35	92	0	17
	13+	28	29	33	45	38	13
Assemble	0-6	29	49	56	25	20	10
	7-12	42	90	69	74	31	16
	13+	56	32	71	51	17	6
Obtain serviceable replacement	0-6	15	55	38	21	25	8
	7-12	16	86	55	92	29	17
	13+	34	29	56	45	54	13
Remove	0-6	59	51	83	24	60	10
	7-12	65	91	83	75	100	16
	13+	78	32	82	51	67	6
Install	0-6	55	56	74	23	75	8
	7-12	65	88	85	94	76	17
	13+	62	29	75	44	92	13
21. SOUNDPROOFING							
Repair	0-6	14	49	12	25	0	10
	7-12	14	88	32	75	6	16
	13+	22	32	35	52	0	6
Obtain serviceable replacement	0-6	18	56	52	23	13	8
	7-12	20	88	64	94	29	17
	13+	41	29	64	44	46	13
Remove	0-6	63	51	64	25	50	10
	7-12	69	91	83	76	88	16
	13+	67	33	75	51	83	6
Install	0-6	42	55	58	24	50	8
	7-12	58	88	81	96	59	17
	13+	59	29	76	46	69	13
22. FIRST AID KITS							
Obtain serviceable replacement	0-6	10	49	32	25	11	9
	7-12	18	91	62	73	25	16
	13+	27	33	65	51	50	6
Inspect for contents of unsealed packet	0-6	20	55	39	23	0	8
	7-12	18	89	54	98	24	17
	13+	30	27	55	42	42	12
Inspect for seal intact and unbroken	0-6	14	50	60	25	22	9
	7-12	36	90	80	76	38	16
	13+	67	33	75	52	50	16

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel			
		Shop Mechanics		Crew Chiefs		Shop Mechanics			
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting		
22. FIRST AID KITS (Cont.)									
Remove	0-6	38	56	75	24	63	8		
	7-12	47	88	78	96	56	16		
	13+	59	29	87	45	75	12		
Install	0-6	31	51	68	25	50	10		
	7-12	57	87	95	75	56	16		
	13+	72	32	83	52	100	6		
23. FIRE EXTINGUISHER									
Inspect for Weight	0-6	17	54	39	23	13	8		
	7-12	26	89	47	97	6	17		
	13+	33	27	55	44	42	12		
Obtain serviceable replacement	0-6	19	48	52	25	20	10		
	7-12	33	90	58	73	13	16		
	13+	45	33	65	51	50	6		
Remove	0-6	41	56	83	24	50	8		
	7-12	59	88	81	94	50	16		
	13+	55	29	89	45	83	12		
Install	0-6	46	50	80	25	44	9		
	7-12	66	90	97	74	60	15		
	13+	84	32	85	52	100	6		
24. ELECTRICAL JETTISON CONTROLS									
*Test	0-6	$\frac{A}{5}$	$\frac{B}{2}$	$\frac{A}{13}$	$\frac{B}{20}$	$\frac{A}{0}$	$\frac{B}{0}$	$\frac{A}{8}$	$\frac{B}{10}$
	7-12	7	11	87	90	6	13	17	16
	13+	21	18	28	33	23	0	13	6
Obtain serviceable replacement	0-6	2	50	4	25	0	10		
	7-12	8	89	4	76	6	16		
	13+	13	32	8	52	0	6		
Troubleshoot	0-6	5	56	9	23	0	8		
	7-12	5	87	11	96	0	17		
	13+	18	28	16	45	8	13		
Remove	0-6	4	50	4	25	10	10		
	7-12	9	89	4	76	13	16		
	13+	19	32	8	52	17	6		
Install	0-6	5	56	4	23	0	8		
	7-12	5	87	6	95	0	17		
	13+	18	28	18	45	23	13		
25. MANUAL JETTISON CONTROLS									
Repair	0-6	22	50	12	25	0	10		
	7-12	17	88	14	76	31	16		
	13+	33	33	25	52	33	6		
Rig system	0-6	22	55	13	24	13	8		
	7-12	13	89	18	96	24	17		
	13+	38	26	24	45	15	13		
Test	0-6	24	50	32	25	10	10		
	7-12	34	90	37	76	31	16		
	13+	52	33	46	52	50	6		
Obtain serviceable replacement	0-6	9	54	8	24	13	8		
	7-12	13	87	9	94	6	17		
	13+	19	27	23	44	8	13		
Troubleshoot	0-6	14	50	12	25	0	10		
	7-12	18	87	13	76	19	16		
	13+	42	33	23	52	17	6		

(Continued)

Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
25. MANUAL JETTISON CONTROLS (Cont.)							
Remove	0-6	22	55	13	24	13	8
	7-12	16	87	18	96	18	17
	13+	43	28	27	44	15	13
Install	0-6	20	50	8	25	10	10
	7-12	18	87	16	76	31	16
	13+	36	33	25	51	33	6
26. PILOT OR COPILOT DOOR							
Disassemble	0-6	25	55	13	23	25	8
	7-12	34	89	26	92	29	17
	13+	36	28	30	43	38	13
Repair	0-6	19	48	20	25	30	10
	7-12	36	89	37	75	31	16
	13+	42	33	42	52	0	6
Assemble	0-6	23	53	13	23	25	8
	7-12	35	88	27	92	35	17
	13+	36	28	35	43	38	13
Adjust	0-6	20	49	28	25	20	10
	7-12	55	89	37	76	44	16
	13+	58	33	54	52	50	6
Test for jettison	0-6	44	55	61	23	38	8
	7-12	70	88	74	95	41	17
	13+	68	28	82	45	69	13
Service	0-6	29	48	36	25	40	10
	7-12	48	89	59	75	63	16
	13+	64	33	67	52	17	6
Obtain serviceable replacement	0-6	31	55	42	24	38	8
	7-12	40	87	39	94	35	17
	13+	50	28	53	43	38	13
Remove	0-6	71	51	52	25	50	10
	7-12	91	91	78	76	81	16
	13+	81	32	81	52	83	6
Install	0-6	66	65	71	24	50	8
	7-12	82	88	78	95	71	17
	13+	68	28	80	44	85	13
27. CARGO DOOR							
Disassemble	0-6	10	49	12	25	10	10
	7-12	33	88	24	75	20	15
	13+	39	33	41	51	17	6
Repair	0-6	29	55	25	24	25	8
	7-12	26	89	35	95	18	17
	13+	44	27	41	44	31	13
Assemble	0-6	8	49	8	25	10	10
	7-12	33	87	25	75	20	15
	13+	39	33	43	51	17	6
Adjust	0-6	22	55	33	24	25	8
	7-12	40	88	36	94	47	17
	13+	52	27	56	45	62	13
Service	0-6	29	49	28	25	20	10
	7-12	53	89	62	74	44	16
	13+	55	33	53	51	17	6
Obtain serviceable replacement	0-6	15	55	25	24	25	8
	7-12	24	87	30	93	35	17
	13+	44	27	40	43	54	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>27. CARGO DOOR (Cont.)</b>							
Remove	0-6	53	51	32	25	50	10
	7-12	70	90	70	74	81	16
	13+	67	33	63	51	50	6
Install	0-6	42	55	50	24	63	8
	7-12	56	88	55	95	47	17
	13+	46	28	60	43	69	13
<b>28. ACCESS DOORS &amp; INSPECTION PLATES</b>							
Disassemble	0-6	51	49	52	25	70	10
	7-12	66	90	57	76	86	14
	13+	65	31	69	52	50	6
Repair	0-6	14	51	9	23	13	8
	7-12	17	88	21	94	12	17
	13+	30	27	30	43	15	13
Assemble	0-6	55	49	40	25	56	9
	7-12	66	90	54	76	86	14
	13+	69	32	69	52	50	6
Adjust	0-6	22	51	13	24	13	8
	7-12	17	87	24	94	18	17
	13+	26	27	33	43	31	13
Obtain serviceable replacement	0-6	31	49	8	24	44	9
	7-12	52	90	37	75	60	15
	13+	41	32	57	51	33	6
Remove	0-6	85	55	75	24	88	8
	7-12	79	87	85	95	82	17
	13+	89	27	80	43	77	13
<b>29. WINDSHIELDS &amp; CHIN BUBBLES</b>							
Repair	0-6	12	50	20	25	0	10
	7-12	25	87	18	76	25	16
	13+	32	31	33	52	33	6
Obtain serviceable replacement	0-6	17	54	25	24	25	8
	7-12	43	89	35	94	29	17
	13+	48	27	36	45	38	13
Remove	0-6	34	50	32	25	60	10
	7-12	67	90	41	76	75	16
	13+	56	32	44	52	67	6
Install	0-6	36	55	25	24	63	8
	7-12	60	88	42	95	65	17
	13+	65	26	43	44	46	13
<b>30. WINDOWS</b>							
Repair	0-6	16	49	8	25	0	10
	7-12	26	89	39	75	13	15
	13+	31	32	37	51	17	6
Obtain serviceable replacement	0-6	15	55	33	24	25	8
	7-12	28	89	41	94	29	17
	13+	46	28	53	45	46	13
Remove	0-6	22	49	36	25	50	10
	7-12	50	90	53	75	75	16
	13+	61	33	52	52	50	6
Install	0-6	33	53	50	24	50	8
	7-12	41	87	53	93	38	16
	13+	59	27	59	44	54	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>31. FM HOMING ANTENNA ELEMENTS</b>							
Obtain serviceable replacement	0-6	0	50	0	25	0	10
	7-12	11	90	9	76	0	16
	13+	18	33	10	52	17	6
Remove	0-6	17	54	8	24	13	8
	7-12	19	88	19	97	12	17
	13+	32	28	20	45	31	13
Install	0-6	4	50	0	25	10	10
	7-12	16	89	13	76	13	16
	13+	18	33	12	52	33	6
<b>32. WHIP ANTENNA</b>							
Obtain serviceable replacement	0-6	9	55	4	24	13	8
	7-12	20	88	11	95	18	17
	13+	18	28	16	45	31	13
Remove	0-6	40	50	20	25	20	10
	7-12	57	89	30	76	56	16
	13+	48	33	25	52	67	6
Install	0-6	40	55	21	24	25	8
	7-12	40	88	26	97	35	17
	13+	39	28	32	44	46	3
<b>33. BLACKOUT CURTAINS</b>							
Adjust	0-6	0	50	0	24	0	10
	7-12	3	89	4	75	0	16
	13+	6	33	10	52	0	6
Repair	0-6	2	55	0	24	0	8
	7-12	1	88	4	96	0	17
	13+	4	28	2	45	8	13
Obtain serviceable replacement	0-6	0	50	0	24	0	10
	7-12	5	88	1	75	0	16
	13+	9	33	8	52	0	6
Remove	0-6	2	55	0	24	13	8
	7-12	1	87	11	97	6	17
	13+	7	28	2	44	15	13
Install	0-6	0	50	8	25	10	10
	7-12	4	89	8	76	0	16
	13+	6	32	10	52	0	6
<b>34. LITTER SUPPORTS</b>							
Repair	0-6	4	55	0	24	0	8
	7-12	1	88	4	96	0	17
	13+	4	28	4	45	8	13
Obtain serviceable replacement	0-6	8	49	4	25	0	10
	7-12	7	88	3	76	0	16
	13+	6	33	8	52	0	6
Remove	0-6	7	55	4	24	25	8
	7-12	5	87	5	97	0	17
	13+	7	27	14	44	15	13
Install	0-6	14	50	8	25	10	10
	7-12	10	89	3	76	0	16
	13+	12	33	12	52	17	6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel							
		Shop Mechanics		Crew Chiefs		Shop Mechanics							
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting						
<b>35. CARGO TIEDOWNS</b>													
Obtain serviceable replacement	0-6	2	55	4	24	0	8						
	7-12	1	88	14	95	0	17						
	13+	14	28	7	45	23	13						
Remove	0-6	8	50	8	25	20	10						
	7-12	16	90	23	75	25	16						
	13+	21	33	22	51	17	6						
Install	0-6	2	55	8	24	13	8						
	7-12	7	87	15	95	12	17						
	13+	15	27	18	44	31	13						
<b>36. CARGO SUSPENSION SYSTEM</b>													
Disassemble	0-6	6	50	8	25	0	10						
	7-12	11	90	9	76	7	15						
	13+	22	32	13	52	0	6						
Repair	0-6	7	55	4	24	13	8						
	7-12	3	89	8	96	0	17						
	13+	21	28	11	44	15	13						
Assemble	0-6	6	50	8	25	0	10						
	7-12	11	90	8	76	7	15						
	13+	18	33	12	52	0	6						
Rig	0-6	9	55	8	24	13	8						
	7-12	5	88	9	96	12	17						
	13+	27	26	19	43	31	13						
Service	0-6	12	50	8	25	20	10						
	7-12	17	90	25	76	13	15						
	13+	27	33	21	52	17	6						
Test	0-6	7	55	21	24	13	8						
	7-12	16	88	23	96	24	17						
	13+	37	27	34	44	31	13						
Obtain serviceable replacement	0-6	4	49	4	25	10	10						
	7-12	16	89	8	75	7	15						
	13+	25	32	12	52	17	6						
Troubleshoot	0-6	7	55	8	24	13	8						
	7-12	5	88	9	96	6	17						
	13+	22	27	21	43	15	13						
Remove	0-6	14	51	16	25	30	10						
	7-12	34	90	29	76	38	16						
	13+	53	17	37	52	33	6						
Install	0-6	15	55	13	24	25	8						
	7-12	22	88	15	96	35	17						
	13+	41	27	23	43	38	13						
<b>37. RESCUE HOIST</b>													
Repair	0-6	0	49	4	25	0	10						
	7-12	1	88	5	76	0	16						
	13+	3	32	4	52	0	6						
Service	0-6	2	55	4	24	13	8						
	7-12	3	88	7	97	0	17						
	13+	7	29	4	45	8	13						
*Test	0-6	$\frac{A}{2}$	$\frac{B}{0}$	$\frac{A}{0}$	$\frac{B}{8}$	$\frac{A}{23}$	$\frac{B}{25}$	$\frac{A}{0}$	$\frac{B}{0}$	$\frac{A}{8}$	$\frac{B}{10}$		
	7-12	3	7	87	89	7	8	96	76	6	0	17	16
	13+	4	9	28	33	9	10	44	51	8	0	13	6
Obtain serviceable replacement	0-6	2	55	0	24	0	8	0	10	0	10		
	7-12	2	87	5	96	6	17	6	16	17	16		
	13+	4	28	5	44	8	13	8	13	13	6		

(Continued)



Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
37. RESCUE HOIST (Cont.) Troubleshoot	0-6	0	49	25	25	0	16
	7-12	3	89	5	76	0	16
	13+	6	32	8	51	0	6
	Remove						
	0-6	5	55	4	24	0	8
	7-12	9	87	7	96	6	17
	13+	7	28	9	44	8	13
	Install						
	0-6	2	50	8	25	0	10
38. TRANSMISSION COWLING Disassemble	7-12	9	89	11	76	0	16
	13+	3	32	10	51	0	6
	0-6	70	53	42	24	50	8
	7-12	47	86	46	95	56	16
	13+	29	28	47	45	54	13
	Repair						
	0-6	14	50	16	25	25	8
	7-12	28	89	27	74	33	15
	13+	34	32	33	51	33	6
Assemble	0-6	56	52	42	24	38	8
	7-12	42	85	43	94	56	16
	13+	30	27	49	45	54	13
Obtain serviceable replacement	0-6	20	49	20	25	25	8
	7-12	48	88	30	74	53	15
	13+	42	33	35	51	17	6
Adjust	0-6	40	52	22	23	63	8
	7-12	34	86	37	95	41	17
	13+	48	27	48	44	46	13
Remove	0-6	62	50	68	25	70	10
	7-12	91	91	77	75	93	14
	13+	85	33	77	52	83	6
Install	0-6	83	53	71	24	63	8
	7-12	87	87	73	93	88	17
	13+	74	27	66	44	100	13
39. ENGINE COWLING Disassemble	0-6	23	18	20	25	11	9
	7-12	33	29	29	75	36	14
	13+	42	33	45	51	17	6
Repair	0-6	15	52	14	21	38	8
	7-12	17	83	27	93	0	16
	13+	26	27	28	43	15	13
Assemble	0-6	25	48	20	25	11	9
	7-12	41	88	32	74	50	14
	13+	48	33	47	51	17	6
Obtain serviceable replacement	0-6	19	52	19	21	38	8
	7-12	27	84	25	92	24	17
	13+	44	27	34	44	38	13
Remove	0-6	83	48	68	25	80	10
	7-12	93	91	85	75	100	14
	13+	88	33	84	51	100	6
Install	0-6	91	54	65	23	100	8
	7-12	89	87	76	93	82	17
	13+	78	27	62	45	92	13

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
40. WORK PLATFORM Repair	0-6	6	50	4	25	0	8
	7-12	7	89	9	75	6	16
	13+	9	32	14	51	0	6
	Obtain serviceable replacement	0-6	6	0	23	0	8
		7-12	1	7	97	12	17
		13+	7	7	45	8	13
	Remove	0-6	14	4	25	11	9
		7-12	26	12	75	38	16
		13+	15	12	51	33	6
	Install	0-6	11	4	23	0	8
		7-12	4	7	95	18	17
		13+	19	7	44	23	13
41. ENGINE TAIL PIPE FAIRING Repair	0-6	6	48	4	25	0	10
	7-12	9	88	7	75	19	16
	13+	15	33	14	50	0	6
	Obtain serviceable replacement	0-6	10	9	22	13	8
		7-12	10	14	96	12	17
		13+	25	16	45	15	13
	Remove	0-6	57	51	40	40	10
		7-12	57	89	55	69	16
		13+	56	32	63	67	6
	Install	0-6	35	54	38	63	8
		7-12	53	88	53	29	17
		13+	56	27	44	54	13
42. TAIL ROTOR DRIVE SHAFT Repair	0-6	8	50	20	25	11	9
	7-12	19	89	16	76	27	15
	13+	27	33	29	51	0	6
	Obtain serviceable replacement	0-6	17	8	24	38	8
		7-12	18	18	95	25	16
		13+	25	20	45	46	13
	Remove	0-6	36	50	28	40	10
		7-12	59	90	36	69	16
		13+	47	32	54	50	6
	Install	0-6	39	51	21	38	8
		7-12	38	88	28	53	17
		13+	44	27	34	69	13
43. TAIL BOOM Repair	0-6	12	49	16	25	0	9
	7-12	20	87	13	73	29	14
	13+	27	33	17	52	17	6
	Obtain serviceable replacement	0-6	13	52	13	38	8
		7-12	39	89	20	44	16
		13+	31	26	27	62	13
	Remove	0-6	52	50	24	56	9
		7-12	78	90	46	100	16
		13+	58	33	35	83	6
	Install	0-6	40	53	38	63	8
		7-12	71	89	46	81	16
		13+	46	26	43	92	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
44. SYNCHRONIZED ELEVATOR Repair	0-6	18	45	16	25	20	10
	7-12	25	89	32	74	27	15
	13+	33	33	31	51	17	6
	Adjust						
	0-6	42	53	42	24	75	8
	7-12	65	88	48	96	71	17
	13+	63	27	45	44	69	13
	*Rig to cyclic controls						
	0-6	$\frac{A}{37}$ $\frac{B}{44}$	$\frac{A}{52}$ $\frac{B}{48}$	$\frac{A}{33}$ $\frac{B}{24}$	$\frac{A}{24}$ $\frac{B}{25}$	$\frac{A}{38}$ $\frac{B}{40}$	$\frac{A}{8}$ $\frac{B}{10}$
	7-12	55 63	87 91	40 57	95 76	71 69	17 16
	13+	59 70	27 33	51 62	45 52	62 50	13 6
	Obtain serviceable replacement						
	0-6	32	53	33	24	25	8
	7-12	55	87	38	94	35	17
	13+	48	27	42	45	62	13
	Remove						
	0-6	45	51	36	25	50	10
	7-12	86	91	72	76	88	16
	13+	82	33	56	52	67	6
	Install						
	0-6	51	53	42	24	38	8
	7-12	73	89	56	96	59	17
	13+	62	26	56	45	85	13
45. VERTICAL FIN FAIRING Repair	0-6	8	50	25	25	0	10
	7-12	10	90	12	75	0	15
	13+	16	32	19	52	0	6
	Obtain serviceable replacement						
	0-6	8	53	17	24	25	8
	7-12	13	89	9	97	12	17
	13+	21	29	13	45	15	13
	Remove						
	0-6	14	50	12	25	20	10
	7-12	39	90	28	75	20	15
	13+	24	33	27	52	33	6
	Install						
	0-6	22	51	17	24	25	8
	7-12	23	88	15	96	18	17
	13+	21	28	20	44	38	13
46. TAIL SKID Obtain serviceable replacement	0-6	14	50	16	25	20	10
	7-12	31	89	19	75	20	15
	13+	29	31	25	52	0	6
	Remove						
	0-6	30	54	13	24	25	8
	7-12	40	87	27	97	53	17
	13+	39	28	41	44	77	13
	Install						
	0-6	29	51	12	25	20	10
	7-12	47	90	25	76	44	16
	13+	42	33	38	52	33	6
	47. GROUND HANDLING WHEELS Disassemble						
	0-6	17	52	0	22	25	8
	7-12	19	88	16	96	13	16
	13+	36	28	18	44	23	13
Repair	0-6	15	48	17	24	10	10
	7-12	31	88	24	75	25	16
	13+	34	32	31	52	17	6
	Assemble						
	0-6	13	52	0	22	25	8
	7-12	21	87	17	96	13	16
	13+	37	27	16	44	23	13

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
47. GROUND HANDLING WHEELS (Cont.)							
Service	0-6	30	47	21	24	30	10
	7-12	40	89	35	75	44	16
	13+	48	33	38	52	50	6
Obtain serviceable replacement	0-6	12	52	5	22	25	8
	7-12	14	86	13	94	13	16
	13+	30	27	12	43	15	13
Remove	0-6	6	48	36	25	30	10
	7-12	60	90	51	76	63	16
	13+	81	32	52	52	40	5
Install	0-6	75	53	46	24	75	8
	7-12	68	84	58	96	47	17
	13+	58	26	60	43	77	13
48. GROUND HANDLING WHEEL ACTUATOR ASSEMBLY							
Disassemble	0-6	8	50	8	25	0	10
	7-12	11	90	8	76	0	16
	13+	13	32	12	52	0	6
Repair	0-6	13	54	4	24	13	8
	7-12	5	86	7	97	0	17
	13+	10	29	7	45	8	13
Assemble	0-6	6	50	8	25	0	10
	7-12	13	90	8	76	0	16
	13+	16	32	12	52	0	6
Adjust	0-6	11	54	0	24	13	8
	7-12	6	85	5	96	0	17
	13+	14	28	9	44	8	13
Service	0-6	11	51	12	25	0	10
	7-12	21	90	17	76	19	16
	13+	21	33	15	52	33	6
Obtain serviceable replacement	0-6	6	51	0	24	0	8
	7-12	2	85	4	96	6	17
	13+	11	28	5	44	8	13
Troubleshoot	0-6	10	51	4	25	0	10
	7-12	15	89	13	76	13	16
	13+	25	32	10	52	0	6
Remove	0-6	15	54	0	24	25	8
	7-12	11	87	8	96	12	17
	13+	11	27	9	44	15	13
Install	0-6	12	51	8	25	0	10
	7-12	18	90	13	76	19	16
	13+	28	32	13	52	17	6
49. TOW RINGS							
Remove	0-6	15	53	4	24	13	8
	7-12	18	88	11	97	24	17
	13+	31	29	22	45	23	13
Install	0-6	18	50	12	25	30	10
	7-12	37	89	21	76	25	16
	13+	42	33	27	52	33	6
50. LANDING GEAR SKID TUBE ASSEMBLY							
Repair	0-6	21	52	21	24	13	8
	7-12	27	89	26	96	12	17
	13+	52	27	16	45	23	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>50. LANDING GEAR SKID TUBE ASSEMBLY (Cont.)</b>							
Remove	0-6	51	51	24	25	30	10
	7-12	80	92	57	76	81	16
	13+	82	33	56	52	67	6
Install	0-6	52	54	42	24	75	8
	7-12	75	88	53	95	65	17
	13+	85	27	43	44	83	12
<b>51. LANDING GEAR CROSS TUBE</b>							
Inspect for deflection	0-6	34	50	40	25	30	10
	7-12	53	92	57	75	50	16
	13+	73	33	62	52	67	6
Obtain serviceable replacement	0-6	21	53	25	24	25	8
	7-12	42	89	27	97	31	16
	13+	46	28	27	45	33	12
Remove	0-6	33	48	12	25	20	10
	7-12	71	92	47	76	63	16
	13+	81	32	59	51	67	6
Install	0-6	37	54	29	24	50	8
	7-12	68	88	42	95	71	17
	13+	67	27	39	44	83	12
<b>52. CROSS TUBE RETENTION CAP</b>							
Obtain serviceable replacement	0-6	28	50	0	25	30	10
	7-12	53	90	34	76	31	16
	13+	50	32	35	51	17	6
Remove	0-6	28	54	17	24	43	7
	7-12	55	89	35	98	47	17
	13+	45	29	36	44	54	13
Install	0-6	34	50	4	25	30	10
	7-12	59	92	41	74	69	16
	13+	61	33	52	52	50	6
<b>53. ICE DETECTOR ASSEMBLY</b>							
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	5	88	5	96	6	17
	13+	3	29	7	45	15	13
Troubleshoot	0-6	2	51	0	25	0	10
	7-12	4	89	11	75	0	16
	13+	19	32	22	50	0	6
Remove	0-6	4	54	4	24	0	8
	7-12	5	86	8	97	6	17
	13+	11	28	16	44	31	13
Install	0-6	2	54	0	25	0	10
	7-12	6	90	7	75	0	16
	13+	13	32	10	50	17	6
<b>54. ANTI-ICING INTERPRETER</b>							
Obtain serviceable replacement	0-6	4	54	0	24	0	8
	7-12	2	88	4	98	0	17
	13+	3	29	4	45	8	13
Troubleshoot	0-6	0	50	0	25	0	10
	7-12	2	90	5	76	0	16
	13+	6	33	10	52	17	6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
54. ANTI-ICING INTERPRETER (Cont.)							
Remove	0-6 7-12 13+	6 5 7	54 86 28	0 4 7	24 98 44	13 0 15	8 17 13
*Install	0-6 7-12 13+	$\frac{A}{4}$ $\frac{B}{0}$ 3 2 7 6	$\frac{A}{54}$ $\frac{B}{50}$ 86 90 28 33	$\frac{A}{0}$ $\frac{B}{0}$ 3 4 7 8	$\frac{A}{24}$ $\frac{B}{25}$ 98 76 44 52	$\frac{A}{13}$ $\frac{B}{0}$ 0 0 15 17	$\frac{A}{8}$ $\frac{B}{10}$ 17 16 13 6
55. INDUCTION SYSTEM AIR FILTER							
Obtain serviceable replacement	0-6 7-12 13+	30 29 46	50 85 28	35 48 53	23 96 43	38 13 46	8 16 13
*Remove	0-6 7-12 13+	$\frac{A}{55}$ $\frac{B}{54}$ 65 66 52 58	$\frac{A}{53}$ $\frac{B}{50}$ 85 90 27 33	$\frac{A}{58}$ $\frac{B}{67}$ 72 77 77 80	$\frac{A}{24}$ $\frac{B}{25}$ 94 75 44 51	$\frac{A}{50}$ $\frac{B}{40}$ 41 88 77 50	$\frac{A}{8}$ $\frac{B}{10}$ 17 16 13 6
Install	0-6 7-12 13+	57 65 52	53 86 27	58 72 77	24 94 44	38 41 77	8 17 13
56. ENGINE INDUCTION BABBLE							
Repair	0-6 7-12 13+	6 13 15	48 89 33	4 15 17	24 75 52	0 6 0	9 16 6
*Obtain serviceable replacement	0-6 7-12 13+	$\frac{A}{14}$ $\frac{B}{15}$ 14 27 38 18	$\frac{A}{51}$ $\frac{B}{48}$ 87 89 29 33	$\frac{A}{17}$ $\frac{B}{0}$ 16 24 25 23	$\frac{A}{24}$ $\frac{B}{24}$ 98 75 44 52	$\frac{A}{13}$ $\frac{B}{22}$ 24 25 23 0	$\frac{A}{8}$ $\frac{B}{9}$ 17 16 13 6
Remove	0-6 7-12 13+	43 47 48	49 91 33	24 43 48	25 76 52	33 31 33	9 16 6
Install	0-6 7-12 13+	37 31 54	51 85 28	29 31 48	24 96 42	38 47 46	8 17 13
57. ENGINE INTAKE SCREEN							
Repair	0-6 7-12 13+	13 25 33	48 87 33	26 16 31	23 74 51	10 20 17	10 15 6
Obtain serviceable replacement	0-6 7-12 13+	36 46 35	50 81 26	17 32 45	23 94 44	25 35 46	8 17 13
Remove	0-6 7-12 13+	88 85 85	49 91 33	68 91 86	25 76 51	60 100 100	10 15 6
Install	0-6 7-12 13+	78 86 69	54 87 29	67 73 76	24 96 46	88 82 92	8 17 13
58. ENGINE INTAKE BELLMOUTH							
Repair	0-6 7-12 13+	8 8 15	51 89 33	0 4 12	25 75 52	0 0 0	10 16 5
Obtain serviceable replacement	0-6 7-12 13+	6 6 7	54 88 28	8 6 4	24 96 45	14 18 23	7 17 13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>58. ENGINE INTAKE BELLMOUTH (Cont.)</b>							
Remove	0-6	14	51	4	25	20	10
	7-12	17	89	9	75	19	16
	13+	27	33	15	52	0	5
Install	0-6	15	54	8	24	43	7
	7-12	10	87	8	96	35	17
	13+	19	26	9	44	23	13
<b>59. ANTI-ICING AIR VALVE</b>							
Obtain serviceable replacement	0-6	4	51	0	25	0	10
	7-12	2	88	7	76	6	16
	13+	6	33	8	52	0	6
Troubleshoot	0-6	4	54	13	24	0	8
	7-12	3	87	7	97	6	17
	13+	7	29	4	45	8	13
Remove	0-6	4	51	0	25	0	10
	7-12	1	88	7	76	6	16
	13+	12	33	8	52	17	6
Install	0-6	4	54	8	24	0	8
	7-12	5	86	6	98	6	17
	13+	7	27	5	44	8	13
<b>60. VARIABLE INLET GUIDE VANE ACTUATOR (L-13 only)</b>							
Obtain serviceable replacement	0-6	6	50	0	25	0	10
	7-12	1	88	3	76	0	16
	13+	9	33	2	51	0	6
Troubleshoot	0-6	2	54	9	22	0	8
	7-12	3	88	6	95	6	17
	13+	7	28	0	44	8	13
Remove	0-6	6	50	0	25	0	10
	7-12	3	88	3	76	0	16
	13+	15	33	2	51	0	6
Install	0-6	2	51	9	22	0	8
	7-12	6	87	4	96	12	17
	13+	12	26	0	43	8	13
<b>61. VARIABLE INLET GUIDE VANE LINKAGE (L-13 only)</b>							
Disassemble	0-6	2	49	0	25	0	10
	7-12	3	89	3	76	0	16
	13+	6	33	2	51	0	6
Repair	0-6	2	54	9	22	0	8
	7-12	5	88	3	97	6	17
	13+	4	28	0	44	8	13
Assemble	0-6	2	49	0	25	0	10
	7-12	4	89	3	76	0	16
	13+	9	33	2	51	0	6
Adjust	0-6	2	54	9	22	0	8
	7-12	6	87	3	96	12	17
	13+	8	26	2	43	8	13
Obtain serviceable replacement	0-6	4	19	0	25	0	10
	7-12	6	89	3	76	0	16
	13+	12	33	2	51	0	6
Troubleshoot	0-6	2	54	9	22	0	8
	7-12	3	87	4	96	6	17
	13+	8	26	0	43	8	13

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>61. VARIABLE INLLT GUIDE VANE LINKAGE (L-15 only) (Cont.)</b>							
Remove	0-6	4	49	0	25	0	10
	7-12	7	89	5	76	0	16
	13+	15	33	2	51	0	6
Install	0-6	2	54	10	21	0	8
	7-12	5	87	5	96	12	17
	13+	8	26	0	43	8	13
<b>62. ENGINE TORQUE METER BOOST PUMP</b>							
Obtain serviceable replacement	0-6	2	50	4	25	0	10
	7-12	10	89	5	76	0	16
	13+	15	33	3	52	17	6
Troubleshoot	0-6	9	54	17	24	13	8
	7-12	5	87	8	97	6	17
	13+	11	27	1	45	8	13
Remove	0-6	6	50	4	25	0	10
	7-12	15	89	5	76	13	16
	13+	21	33	17	52	33	6
Install	0-6	9	54	17	24	0	8
	7-12	9	87	5	98	0	16
	13+	8	26	7	41	8	13
<b>63. ENGINE MOUNT</b>							
Obtain serviceable replacement	0-6	22	50	12	25	30	10
	7-12	33	91	29	75	13	16
	13+	21	33	25	52	17	6
Remove	0-6	21	53	25	24	38	8
	7-12	38	87	30	98	41	17
	13+	41	29	29	15	42	12
Install	0-6	30	50	16	25	50	10
	7-12	43	91	36	75	38	16
	13+	38	32	35	52	33	6
<b>64. N<sub>1</sub> POWER LEVER CONTROL TUBES</b>							
*Rig to throttle (twist grip)	0-6	$\Delta$ 20 $\Delta$ 12	$\Delta$ 54 $\Delta$ 50	$\Delta$ 21 $\Delta$ 0	$\Delta$ 21 $\Delta$ 25	$\Delta$ 25 $\Delta$ 0	$\Delta$ 8 $\Delta$ 10
	7-12	15    19	88    90	15    12	97    75	29    19	17    16
	13+	17    24	20    35	15    19	15    52	25    50	13    6
Obtain serviceable replacement	0-6	4	50	4	25	10	10
	7-12	18	90	11	75	6	16
	13+	13	32	12	52	17	6
Troubleshoot	0-6	7	54	21	24	0	8
	7-12	17	87	17	98	12	17
	13+	11	27	11	44	15	13
Remove	0-6	8	50	4	25	20	10
	7-12	27	90	13	75	31	16
	13+	21	35	15	52	33	6
Install	0-6	17	54	17	24	25	8
	7-12	17	87	14	97	24	17
	13+	19	27	14	44	23	13
<b>65. FUEL CONTROL UNIT</b>							
Clean fuel strainers	0-6	44	48	44	25	10	10
	7-12	44	91	45	76	25	16
	13+	67	35	61	51	50	6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel			
		Shop Mechanics		Crew Chiefs		Shop Mechanics			
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
65. FUEL CONTROL UNIT (Cont.)									
*Adjust	0-6	<u>A</u> 9 <u>B</u> 10	<u>A</u> 54 <u>B</u> 49	<u>A</u> 8 <u>B</u> 8	<u>A</u> 24 <u>B</u> 25	<u>A</u> 13 <u>B</u> 20	<u>A</u> 8 <u>B</u> 10		
	7-12	13 11	88 90	9 11	97 75	12 0	17 16		
	13+	24 24	29 33	9 25	45 51	15 17	13 6		
Repair by replacing filter & O-rings	0-6	43	49	40	25	10	10		
	7-12	45	91	42	76	25	16		
	13+	63	32	55	51	50	6		
Rig to throttle (twist grip)	0-6	9	54	13	24	25	8		
	7-12	9	87	8	96	18	17		
	13+	22	27	11	44	15	13		
Obtain serviceable replacement	0-6	24	49	16	25	10	10		
	7-12	27	90	25	76	0	16		
	13+	48	33	29	51	0	6		
Purge	0-6	7	54	8	24	0	8		
	7-12	7	86	6	97	6	17		
	13+	11	27	5	44	15	13		
Troubleshoot	0-6	14	49	8	25	0	10		
	7-12	16	89	13	75	0	16		
	13+	36	33	24	51	17	6		
Preserve	0-6	4	54	8	24	13	8		
	7-12	7	86	2	96	12	17		
	13+	11	27	2	44	23	13		
Remove	0-6	33	48	16	25	30	10		
	7-12	29	91	24	76	19	16		
	13+	45	33	31	51	50	6		
Install	0-6	6	54	13	24	25	8		
	7-12	15	87	8	96	6	17		
	13+	15	27	11	4	23	13		
66. N <sub>2</sub> POWER LEVER CONTROL TUBES									
Rig to collective pitch lever	0-6	12	49	4	24	0	10		
	7-12	7	90	9	76	6	16		
	13+	18	33	15	52	33	6		
Obtain serviceable replacement	0-6	4	53	4	24	0	8		
	7-12	8	87	3	98	12	17		
	13+	10	29	2	44	15	13		
Troubleshoot system	0-6	6	49	4	24	0	10		
	7-12	18	90	9	76	0	16		
	13+	6	33	13	52	0	6		
Remove	0-6	7	54	4	24	38	8		
	7-12	10	87	4	97	24	17		
	13+	15	27	5	43	15	13		
Install	0-6	10	50	4	24	0	10		
	7-12	21	90	7	76	6	16		
	13+	15	33	13	52	33	6		
67. POWER TURBINE GOVERNOR CAMBOX									
*Disassemble	0-6	<u>A</u> 2 <u>B</u> 2	<u>A</u> 54 <u>B</u> 50	<u>A</u> 0 <u>B</u> 0	<u>A</u> 24 <u>B</u> 25	<u>A</u> 0 <u>B</u> 0	<u>A</u> 8 <u>B</u> 10		
	7-12	7 6	88 90	5 5	97 76	6 0	17 16		
	13+	7 3	29 33	5 12	44 52	23 0	13 6		
Repair	0-6	2	50	0	25	0	10		
	7-12	7	90	5	76	0	16		
	13+	3	33	6	52	0	6		

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
67. POWER TURBINE GOVERNOR CAMBOX (Cont.)							
Assemble	0-6	2	54	0	24	0	8
	7-12	8	87	5	96	6	17
	13+	7	27	5	43	23	13
Rig to N <sub>2</sub> system	0-6	2	50	0	25	0	10
	7-12	8	90	13	76	19	16
	13+	15	33	15	52	33	6
Service	0-6	7	54	17	24	0	8
	7-12	14	87	26	97	0	17
	13+	22	27	14	43	23	13
Obtain serviceable replacement	0-6	2	50	0	25	10	10
	7-12	9	90	9	76	6	16
	13+	15	33	10	52	0	6
*Troubleshoot	0-6	$\frac{A}{2}$ $\frac{B}{4}$	$\frac{A}{54}$ $\frac{B}{50}$	$\frac{A}{4}$ $\frac{B}{0}$	$\frac{A}{24}$ $\frac{B}{25}$	$\frac{A}{0}$ $\frac{B}{0}$	$\frac{A}{8}$ $\frac{B}{10}$
	7-12	10 10	87 90	13 8	96 76	12 0	17 16
	13+	11 15	27 33	12 13	43 52	23 17	13 6
Remove	0-6	4	50	0	25	10	10
	7-12	11	90	9	75	13	16
	13+	12	33	15	52	17	6
Install	0-6	6	54	0	24	25	8
	7-12	14	86	11	96	12	17
	13+	7	27	14	43	38	13
68. N <sub>2</sub> POWER TURBINE GOVERNOR LINEAR ACTUATOR							
Rig to N <sub>2</sub> system	0-6	8	50	4	25	0	10
	7-12	12	89	22	76	19	16
	13+	15	33	17	52	33	6
Service	0-6	13	54	17	21	0	8
	7-12	18	88	30	96	6	17
	13+	21	29	27	45	8	13
Obtain serviceable replacement	0-6	8	50	4	25	0	10
	7-12	10	89	18	76	13	16
	13+	21	33	19	52	17	6
Troubleshoot	0-6	8	53	21	24	13	8
	7-12	15	87	21	96	6	17
	13+	15	27	18	44	8	13
Remove	0-6	10	50	4	25	0	10
	7-12	20	90	26	76	19	16
	13+	21	33	25	52	33	6
Install	0-6	13	53	15	21	38	8
	7-12	11	87	24	96	24	17
	13+	22	27	23	44	23	13
69. POWER TURBINE SPEED GOVERNOR (N <sub>2</sub> Governor)							
Rig to N <sub>2</sub> system	0-6	6	50	4	25	0	10
	7-12	11	90	5	76	13	16
	13+	12	33	15	52	17	6
Obtain serviceable replacement	0-6	4	54	13	24	0	8
	7-12	6	88	7	98	6	17
	13+	5	29	9	45	8	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>69. POWER TURBINE SPEED GOVERNOR (N<sub>2</sub> Governor)</b>							
Troubleshoot	0-6	4	50	4	25	0	10
	7-12	10	90	4	76	6	16
	13+	15	33	15	52	0	6
Remove	0-6	6	54	13	24	0	8
	7-12	9	87	7	97	12	17
	13+	4	27	9	44	15	13
Install	0-6	6	50	4	25	0	10
	7-12	11	90	7	76	6	16
	13+	15	33	17	52	17	6
<b>70. N<sub>1</sub> TACHOMETER GENERATOR</b>							
Obtain serviceable replacement	0-6	15	54	17	24	25	8
	7-12	28	87	32	97	0	16
	13+	41	29	44	45	25	13
Troubleshoot	0-6	12	49	16	25	0	10
	7-12	18	89	35	75	6	16
	13+	42	31	35	52	0	6
Remove	0-6	22	54	25	24	38	8
	7-12	44	86	38	97	25	16
	13+	54	26	50	44	31	13
Install	0-6	24	49	16	25	20	10
	7-12	42	90	45	76	38	16
	13+	75	32	49	51	50	6
<b>71. N<sub>2</sub> TACHOMETER GENERATOR</b>							
Obtain serviceable replacement	0-6	11	54	17	24	25	8
	7-12	25	88	26	97	6	17
	13+	38	29	44	45	15	13
*Troubleshoot	0-6	$\frac{A}{9}$ $\frac{B}{8}$	$\frac{A}{54}$ $\frac{B}{50}$	$\frac{A}{15}$ $\frac{B}{20}$	$\frac{A}{25}$ $\frac{B}{25}$	$\frac{A}{13}$ $\frac{B}{0}$	$\frac{A}{8}$ $\frac{B}{10}$
	7-12	24 21	87 87	23 31	98 75	0 6	17 16
	13+	26 36	27 33	23 37	45 52	8 0	13 6
Remove	0-6	20	54	21	24	38	8
	7-12	44	87	33	97	24	17
	13+	50	26	48	44	31	13
Install	0-6	16	49	16	25	20	10
	7-12	37	89	37	76	25	16
	13+	70	33	54	52	33	6
<b>72. FUEL CONTROL DRIVE PAD SEAL</b>							
Obtain serviceable replacement	0-6	4	54	0	24	0	8
	7-12	6	88	3	97	0	17
	13+	0	29	4	45	8	13
Remove	0-6	4	50	0	25	10	10
	7-12	11	90	1	76	0	16
	13+	9	33	6	52	0	6
Install	0-6	4	54	0	24	0	8
	7-12	8	87	4	98	0	17
	13+	0	27	5	44	8	13
<b>73. STARTER DRIVE PAD SEAL</b>							
Obtain serviceable replacement	0-6	4	50	0	25	10	10
	7-12	6	90	3	76	0	16
	13+	15	33	6	52	0	6

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
73. STARTER DRIVE PAD SEAL (Cont.) Remove	0-6	6	54	0	24	0	8
	7-12	6	88	2	98	0	17
	13+	0	29	2	44	8	13
	Install						
	0-6	4	49	0	24	10	10
	7-12	8	89	3	76	0	16
	13+	15	33	4	52	0	6
74. ACCESSORY DRIVE GEAR BOX (N <sub>1</sub> ) Repair	0-6	2	54	0	24	13	8
	7-12	6	88	4	98	0	17
	13+	7	29	4	45	8	13
	Obtain serviceable replacement						
	0-6	4	49	4	25	0	10
	7-12	8	89	4	76	0	16
	13+	9	33	8	52	0	6
	Remove						
	0-6	2	54	0	24	13	8
	7-12	8	87	6	97	12	17
	13+	7	27	11	44	15	13
	Install						
	0-6	4	49	4	25	0	10
	7-12	10	90	5	76	6	16
	13+	21	33	12	52	17	6
75. N <sub>2</sub> GOVERNOR & TACHOMETER DRIVE ASSEMBLY Repair	0-6	2	54	4	24	0	8
	7-12	3	88	4	97	0	17
	13+	0	29	1	45	8	13
	Obtain serviceable replacement						
	0-6	4	50	4	25	0	10
	7-12	10	90	3	76	0	16
	13+	12	33	10	52	0	6
	Remove						
	0-6	2	54	4	24	13	8
	7-12	6	87	5	98	6	17
	13+	0	27	7	44	8	13
	Install						
	0-6	4	50	4	25	0	10
	7-12	14	90	4	76	6	16
	13+	18	33	13	52	33	6
76. ENGINE ELECTRICAL HARNESS Obtain serviceable replacement	0-6	4	54	0	24	13	8
	7-12	9	87	5	97	0	17
	13+	14	29	4	45	8	12
	Troubleshoot						
	0-6	8	50	8	25	0	10
	7-12	9	90	9	75	0	16
	13+	15	33	15	52	17	6
	Test						
	0-6	4	51	4	21	13	8
	7-12	8	87	7	97	0	17
	13+	11	27	5	41	15	13
	Remove						
	0-6	10	49	8	25	10	10
	7-12	15	89	15	75	31	16
	13+	18	33	17	52	33	6
	Install						
	0-6	13	54	0	24	25	8
	7-12	16	87	7	95	18	17
	13+	26	27	9	44	23	13

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>77. IGNITION UNIT</b>							
Obtain serviceable replacement	0-6	6	50	4	25	10	10
	7-12	11	89	13	76	0	16
	13+	15	33	25	52	0	6
Remove	0-6	11	54	4	24	0	8
	7-12	13	88	17	98	18	17
	13+	21	29	11	45	23	13
Install	0-6	6	50	8	25	10	10
	7-12	13	89	14	76	13	16
	13+	18	33	25	52	17	6
<b>78. IGNITION LEAD &amp; COIL ASSEMBLY</b>							
Obtain serviceable replacement	0-6	2	53	4	24	0	8
	7-12	8	88	4	98	0	17
	13+	14	29	2	45	8	12
Troubleshoot	0-6	6	50	4	25	0	10
	7-12	9	88	9	76	0	16
	13+	6	33	13	52	17	6
Remove	0-6	4	53	4	24	13	8
	7-12	11	87	6	97	12	17
	13+	12	26	7	44	15	13
Install	0-6	6	50	8	25	10	10
	7-12	10	89	13	76	0	16
	13+	15	33	12	52	17	6
<b>79. IGNITER PLUGS</b>							
Obtain serviceable replacement	0-6	4	54	4	24	13	8
	7-12	15	88	14	98	0	17
	13+	17	29	20	45	38	13
Troubleshoot	0-6	12	49	8	25	0	10
	7-12	17	88	14	76	0	15
	13+	22	32	28	50	0	6
Remove	0-6	9	54	8	24	13	8
	7-12	23	86	21	96	12	17
	13+	26	27	34	44	38	13
Install	0-6	14	49	16	25	20	10
	7-12	25	88	25	75	19	16
	13+	27	33	33	52	17	6
<b>80. FUEL BOOST PUMPS</b>							
Obtain serviceable replacement	0-6	26	53	38	24	25	8
	7-12	54	85	20	97	18	17
	13+	38	29	39	44	46	13
Troubleshoot	0-6	20	49	13	24	0	10
	7-12	36	85	28	76	31	16
	13+	39	33	24	51	33	6
Remove	0-6	41	54	46	24	50	8
	7-12	56	86	28	96	29	17
	13+	52	27	52	44	54	13
Install	0-6	33	51	40	25	20	10
	7-12	60	90	39	76	56	16
	13+	64	33	38	52	33	6

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Task	Months of OH 1 Maintenance Experience	Organizational Personnel						OS and GS Personnel			
		Shop Mechanics			Crew Chiefs			Shop Mechanics			
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
81. FUEL QUANTITY TANK UNIT Obtain serviceable replacement	0-6	15	54	8	24	38	8				
	7-12	25	86	11	98	29	17				
	13+	21	29	13	45	46	13				
		A B	A B	A B	A B	A B	A B	A B	A B	A B	A B
	0-6	15 8	53 49	15 4	24 25	38 0	8 10				
	7-12	19 20	85 88	13 12	96 75	18 13	17 16				
	13+	26 21	27 33	14 18	44 51	15 17	13 6				
	Remove										
	0-6	22	54	15	24	50	8				
	7-12	36	86	15	96	47	17				
	13+	30	27	27	44	62	13				
	Install										
	0-6	28	30	4	25	50	10				
	7-12	43	89	19	71	50	16				
	13+	12	33	29	52	50	6				
82. MAIN FUEL STRAINER Disassemble	0-6	37	34	58	24	0	8				
	7-12	41	87	17	93	29	17				
	13+	64	28	49	45	77	13				
	Repair										
	0-6	15	48	12	25	0	10				
	7-12	19	88	16	73	7	14				
	13+	23	31	33	48	0	6				
	Assemble										
	0-6	37	34	57	23	0	8				
	7-12	41	86	48	94	29	17				
	13+	73	26	52	44	69	13				
	Obtain serviceable replacement										
	0-6	27	18	8	24	20	10				
	7-12	40	89	42	76	27	15				
	13+	38	32	53	51	17	6				
	Troubleshoot										
	0-6	21	52	30	23	0	8				
	7-12	22	83	29	92	6	17				
	13+	50	26	33	43	38	13				
	Remove										
	0-6	52	50	42	24	30	10				
	7-12	56	90	67	76	44	16				
	13+	59	32	76	51	50	6				
	Install										
	0-6	40	33	58	24	13	8				
	7-12	47	86	37	96	35	17				
	13+	81	26	32	44	85	13				
83. MAIN FUEL FILTER ASSEMBLY Disassemble	0-6	26	30	20	25	20	10				
	7-12	38	88	27	73	19	16				
	13+	27	33	10	50	17	6				
	Repair										
	0-6	8	32	13	25	13	8				
	7-12	20	83	24	96	0	17				
	13+	36	28	19	43	15	13				
	Assemble										
	0-6	24	49	20	25	20	10				
	7-12	39	88	27	75	19	16				
	13+	30	33	40	50	17	6				
	Obtain serviceable replacement										
	0-6	15	33	22	23	38	8				
	7-12	34	85	32	96	12	17				
	13+	12	26	56	44	46	13				
	Troubleshoot										
	0-6	12	49	8	25	10	10				
	7-12	22	89	24	75	7	15				
	13+	30	33	30	50	0	6				

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
83. MAIN FUEL FILTER ASSEMBLY (Cont.)							
Remove	0-6	39	54	35	23	38	8
	7-12	47	86	43	96	47	17
	13+	54	26	56	43	54	13
Install	0-6	33	51	16	25	22	9
	7-12	44	89	40	75	19	16
	13+	42	33	54	50	50	6
84. FUEL DIFFERENTIAL PRESSURE SWITCH							
Test	0-6	6	54	4	23	13	8
	7-12	5	88	8	97	0	17
	13+	10	29	13	45	8	13
Obtain serviceable replacement	0-6	10	50	8	25	10	10
	7-12	10	89	5	76	6	16
	13+	12	33	21	52	17	6
Troubleshoot	0-6	4	54	9	23	0	8
	7-12	6	87	6	98	0	17
	13+	15	27	11	44	8	13
Remove	0-6	8	50	4	25	0	10
	7-12	18	89	7	76	13	16
	13+	15	33	23	52	17	6
Install	0-6	9	54	17	24	0	8
	7-12	7	87	7	96	12	17
	13+	19	27	14	44	15	13
85. FUEL PRESSURE TRANSMITTER							
Obtain serviceable replacement	0-6	10	50	8	25	10	10
	7-12	18	89	8	76	13	16
	13+	12	33	19	52	33	6
Troubleshoot	0-6	9	54	8	24	0	8
	7-12	8	88	8	98	0	17
	13+	21	28	18	45	8	13
Remove	0-6	10	49	12	25	10	10
	7-12	22	88	12	76	19	16
	13+	12	33	21	52	33	6
Install	0-6	9	54	4	24	0	8
	7-12	13	88	12	97	24	17
	13+	38	26	23	44	38	13
86. FUEL SHUT-OFF VALVE							
Obtain serviceable replacement	0-6	4	50	4	25	0	10
	7-12	9	89	4	76	0	16
	13+	9	33	13	52	0	6
Troubleshoot	0-6	2	54	5	24	0	8
	7-12	8	88	5	97	0	17
	13+	11	28	11	45	8	13
Remove	0-6	6	50	4	25	10	10
	7-12	13	88	7	76	6	16
	13+	15	33	17	52	0	6
Install	0-6	9	54	4	24	0	8
	7-12	13	87	5	96	6	17
	13+	15	27	7	44	15	13

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Task	Organizational Personnel						DS and GS Personnel	
	Months of UH 1 Maintenance Experience	Shop Mechanics		Crew Chiefs		Percent Performing or Assisting	Number of 67N20s Reporting	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting			
<b>87. FUEL THERMAL RELIEF VALVE</b>								
Obtain serviceable replacement	0-6 7-12 13+	6 7 6	50 89 33	4 3 8	25 75 52	0 0 0	10 16 6	
Troubleshoot	0-6 7-12 13+	4 2 17	54 88 29	4 1 4	24 98 45	0 6 8	8 17 13	
Remove	0-6 7-12 13+	6 6 6	50 88 33	4 3 10	25 75 52	0 0 17	10 16 6	
Install	0-6 7-12 13+	6 3 22	54 87 27	4 5 5	24 97 11	0 6 15	8 17 13	
<b>88. MAIN FUEL LINE CHECK VALVES</b>								
Obtain serviceable replacement	0-6 7-12 13+	1 11 12	50 88 33	1 8 13	25 76 52	0 0 0	10 16 6	
Troubleshoot	0-6 7-12 13+	4 10 11	54 87 28	13 10 22	21 98 15	25 6 8	8 17 13	
Remove	0-6 7-12 13+	8 13 15	50 87 33	8 8 13	25 75 52	0 0 0	10 16 6	
Install	0-6 7-12 13+	6 12 15	54 86 26	9 8 11	23 97 44	13 12 23	8 17 13	
<b>89. MAIN FUEL LINE STRAINER</b>								
Obtain serviceable replacement	0-6 7-12 13+	13 28 33	48 88 33	21 27 50	25 75 50	20 20 0	10 15 6	
Troubleshoot	0-6 7-12 13+	13 22 21	54 86 28	22 26 29	23 96 42	13 12 23	8 17 13	
Remove	0-6 7-12 13+	33 49 58	54 88 33	33 53 65	24 74 51	20 38 33	10 16 6	
Install	0-6 7-12 13+	33 41 18	54 87 27	46 49 19	24 98 15	25 24 46	8 17 13	
<b>90. STARTING FUEL SOLENOID VALVE FILTER</b>								
Obtain serviceable replacement	0-6 7-12 13+	12 16 12	50 88 33	8 11 17	21 74 52	0 0 0	10 16 6	
Troubleshoot	0-6 7-12 13+	7 9 17	54 88 29	21 11 13	24 98 45	0 6 8	8 17 13	
Remove	0-6 7-12 13+	14 24 21	50 88 33	8 19 29	24 74 52	0 6 17	10 16 6	
*Install	0-6 7-12 13+	$\frac{A}{9}$ $\frac{B}{16}$ 13 21 19 25	$\frac{A}{54}$ $\frac{B}{50}$ 87 88 27 32	$\frac{A}{38}$ $\frac{B}{8}$ 22 20 25 29	$\frac{A}{24}$ $\frac{B}{24}$ 96 74 44 52	$\frac{A}{13}$ $\frac{B}{6}$ 12 6 15 17	$\frac{A}{8}$ $\frac{B}{10}$ 17 16 13 6	

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>91. STARTING FUEL SOLENOID VALVE</b>							
Obtain serviceable replacement	0-6	8	50	8	25	0	10
	7-12	11	89	5	74	0	16
	13+	6	33	15	52	0	6
Troubleshoot	0-6	4	54	13	24	0	8
	7-12	8	88	11	98	6	17
	13+	14	29	13	45	8	13
Remove	0-6	8	50	4	24	0	10
	7-12	11	89	8	74	0	16
	13+	9	33	19	52	17	6
Install	0-6	4	54	8	24	13	8
	7-12	13	87	14	96	6	17
	13+	26	27	9	44	23	13
<b>92. FUEL AUXILIARY FLOAT SWITCH (C Model Only) Obtain serviceable replacement</b>							
	0-6	8	50	4	25	0	10
	7-12	6	88	5	75	0	16
	13+	9	33	10	51	0	6
Troubleshoot	0-6	6	54	9	22	0	8
	7-12	6	88	5	97	0	17
	13+	3	29	4	45	8	13
Remove	0-6	8	50	4	25	0	10
	7-12	9	89	4	75	0	16
	13+	9	33	12	51	0	6
Install	0-6	6	54	5	22	0	8
	7-12	7	87	6	95	6	17
	13+	7	27	7	44	8	13
<b>93. INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L-9, L-9A only) Adjust</b>							
	0-6	2	50	0	25	0	10
	7-12	2	90	7	75	0	16
	13+	9	33	12	52	17	6
Test	0-6	6	54	4	23	0	8
	7-12	9	88	4	96	0	17
	13+	3	29	9	44	8	13
Obtain serviceable replacement	0-6	2	50	0	25	0	10
	7-12	2	89	5	74	0	16
	13+	9	33	10	52	0	6
Troubleshoot	0-6	4	54	4	23	0	8
	7-12	6	86	5	96	0	17
	13+	4	27	10	42	8	13
Remove	0-6	4	50	0	25	0	10
	7-12	3	89	7	74	13	16
	13+	13	32	10	52	17	6
Install	0-6	6	54	4	23	0	8
	7-12	7	86	4	95	6	17
	13+	7	27	5	43	8	13
<b>94. INTERSTAGE BLEED AIR ACTUATOR (L-11 &amp; L-13 only) Test</b>							
	0-6	4	50	4	25	10	10
	7-12	9	90	11	75	0	16
	13+	6	33	13	52	0	6
Obtain serviceable replacement	0-6	6	54	4	23	13	8
	7-12	8	87	5	97	6	17
	13+	14	28	2	45	17	12

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Task	Organizational Personnel						DS and GS Personnel	
	Months of UH 1 Maintenance Experience	Shop Mechanics		Crew Chiefs		Shop Mechanics		
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	
94. INTERSTAGE BLEED AIR ACTUATOR (Cont.)								
Troubleshoot	0-6	2	50	0	25	0	10	
	7-12	7	89	11	75	0	16	
	13+	15	33	10	52	0	6	
Remove	0-6	7	51	13	24	0	8	
	7-12	10	87	8	96	12	17	
	13+	19	26	5	44	31	13	
Install	0-6	4	50	4	25	10	10	
	7-12	7	89	5	75	6	16	
	13+	12	33	13	52	17	6	
95. INTERSTAGE BLEED CONTROL VALVE (L-11 & L-13 only)								
Test	0-6	4	54	15	24	13	8	
	7-12	7	88	4	98	6	17	
	13+	4	28	1	45	8	13	
Obtain serviceable replacement	0-6	0	50	0	25	0	10	
	7-12	4	90	4	74	0	16	
	13+	9	33	10	52	0	6	
Troubleshoot	0-6	7	54	15	24	13	8	
	7-12	6	87	5	97	6	17	
	13+	4	26	2	44	8	13	
Remove	0-6	0	50	0	25	0	10	
	7-12	6	89	1	74	0	16	
	13+	9	33	12	52	17	6	
Install	0-6	7	54	8	24	25	8	
	7-12	6	87	5	97	0	17	
	13+	0	26	2	44	15	13	
96. INTERSTAGE BLEED AIR BAND								
Adjust	0-6	2	50	4	25	0	10	
	7-12	6	90	11	75	6	16	
	13+	15	33	17	52	17	6	
Obtain serviceable replacement	0-6	2	54	13	24	0	8	
	7-12	5	88	5	98	0	17	
	13+	14	29	2	45	8	13	
Remove	0-6	4	50	0	24	10	10	
	7-12	8	89	5	75	13	16	
	13+	15	33	21	52	17	6	
Install	0-6	6	54	8	24	0	8	
	7-12	10	87	5	97	6	17	
	13+	19	27	-	44	15	13	
97. HOT END OF ENGINE								
Disassemble	0-6	6	50	4	25	0	10	
	7-12	10	89	8	75	13	16	
	13+	12	33	12	52	0	6	
Assemble	0-6	8	51	0	24	13	8	
	7-12	8	87	7	97	12	17	
	13+	10	29	16	45	8	13	
Remove	0-6	8	50	4	25	0	10	
	7-12	9	88	8	75	19	16	
	13+	15	33	12	51	0	6	
Install	0-6	6	54	0	24	38	8	
	7-12	9	87	9	98	18	17	
	13+	7	27	18	44	8	13	

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
98. N <sub>1</sub> TURBINE WHEEL (L-13) Repair	0-6 7-12 13+	4 1 3	80 90 33	4 3 4	25 75 52	0 0 6	10 16 6
Obtain serviceable replacement	0-6 7-12 13+	4 2 0	51 88 29	0 2 0	23 97 45	0 0 0	8 17 13
Remove	0-6 7-12 13+	4 3 6	50 89 32	4 3 4	25 75 52	0 0 0	10 16 6
Install	0-6 7-12 13+	4 3 4	54 87 27	0 4 0	23 98 44	0 6 0	8 17 13
99. N <sub>2</sub> TURBINE WHEEL (L-13) Repair	0-6 7-12 13+	4 2 3	50 90 33	4 1 4	25 75 52	0 6 0	10 16 6
Obtain serviceable replacement	0-6 7-12 13+	4 2 0	54 88 29	0 1 2	23 96 45	0 0 0	8 17 13
Remove	0-6 7-12 13+	4 3 6	50 89 33	4 1 4	25 75 52	0 6 0	10 16 6
Install	0-6 7-12 13+	4 3 4	54 87 27	0 3 2	23 97 44	0 6 0	8 17 13
100. STARTING FUEL MANIFOLD Purge	0-6 7-12 13+	4 7 6	50 89 33	4 4 10	24 75 51	0 6 0	10 16 6
Obtain serviceable replacement	0-6 7-12 13+	9 6 3	54 88 29	4 7 4	24 97 45	0 6 8	8 17 13
Troubleshoot	0-6 7-12 13+	4 8 12	50 90 33	8 11 10	25 74 51	0 0 0	10 16 6
Remove	0-6 7-12 13+	13 10 4	54 87 27	4 10 11	24 98 44	0 12 8	8 17 13
Install	0-6 7-12 13+	4 9 13	50 89 32	12 11 13	25 75 52	10 6 0	10 16 6
101. STARTING FUEL NOZZLES Obtain serviceable replacement	0-6 7-12 13+	7 7 7	54 88 29	0 3 11	24 96 45	0 0 0	8 17 13
Troubleshoot	0-6 7-12 13+	2 11 6	49 90 33	8 9 8	25 75 52	0 0 0	10 15 6
* Remove	0-6 7-12 13+	$\frac{A}{13}$ $\frac{B}{6}$ 10 11 7 9	$\frac{A}{54}$ $\frac{B}{49}$ 87 89 27 33	$\frac{A}{4}$ $\frac{B}{8}$ 8 8 11 8	$\frac{A}{24}$ $\frac{B}{25}$ 97 75 44 52	$\frac{A}{0}$ $\frac{B}{10}$ 6 7 0 0	$\frac{A}{8}$ $\frac{B}{10}$ 17 15 13 6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel							
		Shop Mechanics		Crew Chiefs		Shop Mechanics							
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting				
101. STARTING FUEL NOZZLES (Cont.) Install	0-6 7-12 13+	6 12 9	50 89 32	8 8 6	25 75 52	10 13 0		10 16 6					
102. MAIN FUEL MANIFOLD (L-5 thru L-11 Only) Purge	0-6 7-12 13+	2 6 5	54 88 29	4 2 7	21 98 45	13 0 0		8 17 13					
Obtain serviceable replacement	0-6 7-12 13+	4 7 5	50 89 33	0 5 5	25 75 51	0 0 0		10 16 6					
Troubleshoot	0-6 7-12 13+	6 7 4	54 87 26	1 4 9	21 97 14	0 0 0		8 17 13					
Remove	0-6 7-12 13+	1 9 5	50 88 33	1 11 15	25 75 52	0 0 0		10 16 6					
Install	0-6 7-12 13+	6 7 4	54 87 27	1 8 11	21 97 11	0 6 0		8 17 13					
103. MAIN FUEL MANHOLD (L-13 Only) Obtain serviceable replacement	0-6 7-12 13+	2 5 9	50 88 33	0 5 6	25 75 51	0 0 0		10 16 6					
Troubleshoot	0-6 7-12 13+	1 5 0	54 88 29	0 1 1	21 98 15	13 0 0		8 17 13					
Remove	0-6 7-12 13+	2 5 9	50 89 33	4 4 6	25 75 51	0 6 0		10 16 6					
Install	0-6 7-12 13+	6 6 0	54 87 27	0 2 2	21 97 44	0 0 0		8 16 13					
104. FUEL DIVIDER & DUMP VALVE (L-13 Only) *Disassemble	0-6 7-12 13+	A 2 0	B 3 0	A 54 88 29	B 50 89 33	A 0 2 2	B 0 1 4	A 21 98 41	B 25 75 52	A 0 0 0	B 0 0 0	A 8 17 13	B 10 16 6
Repair	0-6 7-12 13+	2 5 0	54 87 27	0 2 2	21 97 15	0 0 0		8 17 13					
*Assemble	0-6 7-12 13+	A 2 0	B 2 0	A 54 87 27	B 50 88 33	A 0 2 2	B 0 1 4	A 21 97 13	B 25 75 52	A 0 0 0	B 0 0 0	A 8 17 13	B 10 16 6
Obtain serviceable replacement	0-6 7-12 13+	1 5 0	54 87 27	0 2 0	21 97 43	0 0 0		8 17 13					
Troubleshoot	0-6 7-12 13+	2 1 5	50 88 32	4 1 6	25 75 52	0 0 0		10 16 6					

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
104. FUEL DIVIDER & DUMP VALVE (L-13 only) (Cont.)							
	Remove						
	0-6	2	54	0	24	13	8
	7-12	3	87	1	96	0	17
	13+	0	27	2	43	0	13
	Install						
	0-6	2	50	0	25	0	10
	7-12	1	87	1	75	0	16
	13+	6	32	6	52	0	6
105. MAIN FUEL NOZZLES (L-S thru L-11 only)							
	Obtain serviceable replacement						
	0-6	4	54	0	23	25	8
	7-12	5	88	1	97	0	17
	13+	3	29	4	45	15	13
	Remove						
	0-6	4	50	0	25	0	10
	7-12	9	90	4	75	6	16
	13+	3	33	10	52	0	6
	Install						
	0-6	7	54	0	23	13	8
	7-12	7	87	2	98	0	17
	13+	4	27	7	44	15	13
106. COMBUSTION CHAMBER DRAIN VALVE							
	Obtain serviceable replacement						
	0-6	2	50	4	25	0	10
	7-12	8	90	1	75	0	15
	6-13	9	33	10	51	0	6
	Remove						
	0-6	6	54	0	24	0	8
	7-12	7	88	8	98	12	17
	13+	14	29	18	45	0	13
	Install						
	0-6	4	49	0	25	0	10
	7-12	8	89	4	76	13	16
	13+	9	33	12	52	17	6
107. EXHAUST THERMOCOUPLE ASSEMBLY							
	Test with Jet-Cal Analyzer						
	0-6	4	54	0	24	13	8
	7-12	2	88	5	97	6	17
	13+	7	29	2	44	8	13
	Obtain serviceable replacement						
	0-6	4	50	4	25	0	10
	7-12	9	90	9	75	0	16
	13+	9	33	18	51	0	6
	Troubleshoot						
	0-6	4	54	4	24	0	8
	7-12	5	87	6	98	6	17
	13+	11	27	2	43	8	13
	*Remove	$\frac{A}{6}$ $\frac{B}{4}$	$\frac{A}{54}$ $\frac{B}{49}$	$\frac{A}{0}$ $\frac{B}{8}$	$\frac{A}{24}$ $\frac{B}{25}$	$\frac{A}{13}$ $\frac{B}{0}$	$\frac{A}{8}$ $\frac{B}{10}$
	7-12	3 10	87 89	5 13	96 75	12 19	17 16
	13+	15 6	27 33	9 18	44 51	0 17	13 6
	Install						
	0-6	6	54	0	24	13	8
	7-12	3	87	5	97	12	17
	13+	19	27	9	44	0	13
108. ENGINE EXHAUST TAIL PIPE							
	*Repair by stop drilling						
	0-6	$\frac{A}{2}$ $\frac{B}{6}$	$\frac{A}{53}$ $\frac{B}{50}$	$\frac{A}{0}$ $\frac{B}{4}$	$\frac{A}{24}$ $\frac{B}{25}$	$\frac{A}{0}$ $\frac{B}{0}$	$\frac{A}{8}$ $\frac{B}{10}$
	7-12	4 3	85 90	3 4	97 75	0 0	17 15
	13+	4 6	28 33	2 12	44 51	0 0	13 5
	Repair by welding						
	0-6	4	53	0	24	0	8
	7-12	4	84	2	97	0	17
	13+	0	26	0	42	0	13

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
108. ENGINE EXHAUST TAIL PIPE (Cont.)							
Obtain serviceable replacement	0-6	12	50	4	25	10	10
	7-12	8	89	7	75	7	15
	13+	12	33	16	51	17	6
Remove	0-6	17	54	8	24	50	8
	7-12	23	87	24	96	41	17
	13+	37	27	36	44	38	13
Install	0-6	14	50	8	24	30	10
	7-12	28	89	17	75	60	15
	13+	25	32	29	52	33	6
109. ENGINE OIL TANK							
Obtain serviceable replacement	0-6	26	54	13	24	50	8
	7-12	31	86	29	97	31	16
	13+	36	28	27	45	38	13
Remove	0-6	28	50	32	25	40	10
	7-12	58	91	35	75	63	16
	13+	52	33	48	52	50	6
Install	0-6	38	53	21	24	50	8
	7-12	42	85	39	97	31	16
	13+	67	27	32	44	77	13
110. ENGINE OIL SHUT-OFF VALVE							
Obtain serviceable replacement	0-6	6	50	0	25	0	9
	7-12	9	90	3	75	6	16
	13+	9	33	13	52	0	6
Remove	0-6	7	54	0	23	0	8
	7-12	6	85	4	98	0	17
	13+	4	27	4	45	23	13
Install	0-6	10	48	4	25	10	10
	7-12	8	87	7	75	13	16
	13+	12	33	13	52	0	6
111. ENGINE OIL PUMP							
Adjust pressure relief valve	0-6	6	54	13	24	0	8
	7-12	7	87	2	98	12	17
	13+	14	28	4	45	0	13
Obtain serviceable replacement	0-6	8	50	4	25	0	10
	7-12	10	89	4	75	7	15
	13+	9	32	12	52	0	6
Troubleshoot	0-6	6	54	8	24	0	8
	7-12	7	86	4	97	6	17
	13+	11	27	5	44	8	13
Remove	0-6	14	50	8	25	10	10
	7-12	19	88	8	75	19	16
	13+	15	33	17	52	0	6
Install	0-6	7	54	4	21	0	8
	7-12	7	86	6	96	12	17
	13+	11	27	9	44	15	13
112. ENGINE OIL PRESSURE RELIEF VALVE							
Disassemble	0-6	1	50	4	25	0	10
	7-12	2	90	5	75	0	16
	13+	0	33	6	52	0	6
*Repair	0-6	$\frac{A}{2}$ $\frac{B}{4}$	$\frac{A}{54}$ $\frac{B}{50}$	$\frac{A}{0}$ $\frac{B}{0}$	$\frac{A}{24}$ $\frac{B}{25}$	$\frac{A}{13}$ $\frac{B}{0}$	$\frac{A}{8}$ $\frac{B}{10}$
	7-12	3 3	86 90	3 4	96 75	0 0	17 16
	13+	3 3	29 33	2 6	44 52	0 0	13 6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel						OS and GS Personnel						
		Shop Mechanics				Crew Chiefs		Shop Mechanics						
		Percent Performing or Assisting		Number of 67N20s Reporting		Percent Performing or Assisting		Number of 67N20s Reporting		Percent Performing or Assisting		Number of 67N20s Reporting		
112. ENGINE OIL PRESSURE RELIEF VALVE (Cont.) Assemble	0-6	4		50		4		25		0		10		
	7-12	6		90		5		75		0		16		
	13+	3		33		8		52		0		6		
		A	B	A	B	A	B	A	B	A	B	A	B	
	0-6	2	4	54	50	4	4	24	25	13	0	8	10	
	7-12	7	7	85	89	3	5	97	75	12	0	17	16	
	13+	11	9	28	33	5	10	44	52	8	0	13	6	
	Obtain serviceable replacement	0-6	4		50		0		25		0		10	
	7-12	4		90		4		75		0		16		
	13+	3		32		6		52		0		6		
	Troubleshoot	0-6	4		54		4		24		13		8	
	7-12	6		85		2		96		6		17		
13+	14		28		5		44		8		13			
Remove	0-6	4		50		4		24		0		10		
7-12	6		90		8		75		0		16			
13+	6		32		8		52		0		6			
Install	0-6	6		54		0		24		0		8		
7-12	8		85		3		96		12		17			
13+	11		28		5		44		8		13			
113. ENGINE OIL FILTER Disassemble	0-6	63		49		76		25		40		10		
	7-12	78		89		77		74		44		16		
	13+	81		32		81		52		50		6		
	Repair	0-6	8		51		13		23		13		8	
	7-12	27		83		19		93		0		17		
	13+	22		27		14		42		15		13		
	Assemble	0-6	61		49		72		25		30		10	
	7-12	76		89		77		74		38		16		
	13+	81		32		81		52		33		6		
	Obtain serviceable replacement	0-6	42		52		26		23		38		8	
	7-12	53		86		43		95		35		17		
	13+	48		27		40		43		46		13		
Troubleshoot	0-6	32		47		29		24		10		10		
7-12	44		87		41		74		19		16			
13+	45		33		46		52		0		6			
Remove	0-6	81		54		71		24		75		8		
7-12	80		87		79		97		59		17			
13+	96		27		80		45		54		13			
Install	0-6	69		51		83		24		40		10		
7-12	82		90		88		75		60		15			
13+	88		32		87		52		67		6			
114. ENGINE OIL MANIFOLD Obtain serviceable replacement	0-6	4		54		4		24		0		8		
	7-12	5		87		3		97		0		17		
	13+	7		29		2		45		0		13		
	Remove	0-6	4		50		4		25		0		10	
	7-12	10		89		4		74		0		16		
	13+	6		33		10		51		0		6		
	Install	0-6	6		54		4		24		0		8	
	7-12	2		86		4		98		0		17		
	13+	11		28		2		44		0		13		

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				OS and GS Personnel		
		Shop Mechanics		Crew Chiefs		Shop Mechanics		
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	
115. ENGINE OIL PRESSURE SWITCH Obtain serviceable replacement	0-6	8	50	0	25	0	10	
	7-12	4	90	5	75	0	16	
	13+	12	33	16	52	0	6	
	Troubleshoot	0-6	4	54	8	24	0	8
		7-12	3	88	4	97	0	17
		13+	10	29	14	14	0	13
	Remove	0-6	8	50	4	25	0	10
		7-12	16	90	8	75	6	16
		13+	15	32	19	52	17	6
	Install	0-6	7	54	8	24	0	8
		7-12	8	87	7	98	0	17
		13+	11	28	14	41	8	13
116. ENGINE OIL PRESSURE TRANSMITTER Obtain serviceable replacement	0-6	8	50	4	25	0	10	
	7-12	18	90	7	75	0	16	
	13+	12	33	9	52	0	6	
	Troubleshoot	0-6	6	54	4	24	0	8
		7-12	10	88	8	97	0	17
		13+	10	29	22	45	0	13
	Remove	0-6	6	50	8	25	0	10
		7-12	20	90	8	75	6	16
		13+	24	33	21	52	17	6
	Install	0-6	7	54	8	24	0	8
		7-12	11	87	8	98	6	17
		13+	21	28	22	45	0	13
117. ENGINE OIL TEMPERATURE BULB Obtain serviceable replacement	0-6	6	50	4	25	10	10	
	7-12	9	90	7	75	0	16	
	13+	18	33	12	52	17	6	
	Troubleshoot	0-6	2	54	8	24	0	8
		7-12	2	88	7	97	12	17
		13+	7	29	7	15	0	12
	Remove	0-6	8	50	4	25	10	10
		7-12	10	90	7	75	0	16
		13+	21	33	13	52	17	6
	Install	0-6	2	54	0	24	13	8
		7-12	2	87	8	98	6	17
		13+	2	28	7	14	8	13
118. ENGINE OIL LINES Purge	0-6	10	50	4	24	20	10	
	7-12	11	86	14	74	50	16	
	13+	27	33	22	51	0	6	
	Obtain serviceable replacement	0-6	15	53	13	24	25	8
		7-12	24	88	29	96	18	17
		13+	33	27	16	44	23	13
	Remove	0-6	44	50	21	24	40	10
		7-12	39	88	31	75	63	16
		13+	52	33	43	51	17	6
	Install	0-6	32	53	17	24	63	8
		7-12	31	86	34	96	41	17
		13+	41	27	31	45	46	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
119. ENGINE CHIP DETECTOR PLUG Test	0-6 7-12 13+	15 41 61	47 88 33	38 54 74	24 71 50	0 13 33	10 16 6
Obtain serviceable replacement	0-6 7-12 13+	27 39 55	52 87 29	43 33 39	23 95 44	0 25 23	8 16 13
Troubleshoot	0-6 7-12 13+	21 39 48	48 89 33	20 36 55	25 72 51	0 13 33	10 16 6
Remove	0-6 7-12 13+	72 72 89	54 88 28	67 76 80	24 95 44	63 65 46	8 17 13
Install	0-6 7-12 13+	56 67 82	50 88 33	75 73 82	24 75 51	20 31 67	10 16 6
120. ENGINE MAGNETIC PLUG Obtain serviceable replacement	0-6 7-12 13+	15 32 54	52 87 28	29 29 22	24 94 45	0 18 23	8 17 13
Remove	0-6 7-12 13+	66 77 87	50 88 31	75 84 82	24 75 51	30 31 33	10 16 6
Install	0-6 7-12 13+	67 63 89	54 86 27	54 61 62	24 96 45	63 35 46	8 17 13
121. ENGINE BEARING OIL STRAINERS Obtain serviceable replacement	0-6 7-12 13+	11 19 39	46 89 33	8 18 24	25 74 51	0 0 0	10 16 6
Remove	0-6 7-12 13+	31 36 68	54 86 28	38 39 64	24 98 45	13 12 33	8 17 12
Install	0-6 7-12 13+	31 45 66	49 89 32	20 58 46	25 74 52	10 6 33	10 16 6
122. OIL COOLER TURBO-BLOWER Obtain serviceable replacement	0-6 7-12 13+	19 34 46	54 86 28	13 22 22	24 96 45	0 24 23	8 17 13
Remove	0-6 7-12 13+	24 61 64	51 90 33	16 35 29	25 75 52	40 63 50	10 16 6
Install	0-6 7-12 13+	37 51 59	54 87 27	29 33 32	24 96 44	13 35 31	8 17 13
123. ENGINE OIL COOLER Clean by pressure flushing	0-6 7-12 13+	14 28 36	50 88 33	8 23 24	25 75 51	20 38 0	10 16 6
Obtain serviceable replacement	0-6 7-12 13+	21 38 43	53 87 28	25 18 18	24 96 45	13 35 46	8 17 13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N29s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
123. ENGINE OIL COOLER (Cont.) Remove	0-6	25	51	20	25	20	10
	7-12	60	87	41	74	81	16
	13+	53	32	27	52	83	6
	0-6	11	54	42	24	28	8
	7-12	54	87	28	96	59	17
	13+	56	27	25	44	69	13
	0-6	8	50	8	25	20	10
	7-12	28	90	15	75	69	16
	13+	21	33	19	52	35	6
124. ENGINE Align to transmission	0-6	8	50	8	25	20	10
	7-12	28	90	15	75	69	16
	13+	21	33	19	52	35	6
	0-6	$\frac{A}{4}$ $\frac{B}{4}$	$\frac{A}{54}$ $\frac{B}{50}$	$\frac{A}{0}$ $\frac{B}{4}$	$\frac{A}{24}$ $\frac{B}{25}$	$\frac{A}{0}$ $\frac{B}{0}$	$\frac{A}{8}$ $\frac{B}{10}$
	7-12	2 7	88 80	5 8	98 75	6 13	17 16
	13+	5 6	29 33	0 13	45 52	0 17	13 6
	0-6	8	50	4	25	0	10
	7-12	11	89	9	75	0	16
	13+	9	32	13	52	17	6
Obtain serviceable replacement	0-6	8	50	4	25	0	10
	7-12	11	89	9	75	0	16
	13+	9	32	13	52	17	6
Troubleshoot	0-6	9	54	4	24	25	8
	7-12	10	87	15	97	0	17
	13+	14	28	9	44	0	13
Preserve	0-6	8	49	4	25	10	10
	7-12	10	89	4	74	20	15
	13+	9	32	6	52	35	6
Package	0-6	4	54	4	24	13	8
	7-12	6	86	1	95	6	17
	13+	7	28	2	44	8	13
Remove	0-6	12	50	4	25	30	10
	7-12	22	89	20	74	56	16
	13+	19	32	27	52	35	6
Install	0-6	9	54	8	24	38	8
	7-12	10	87	10	96	24	17
	13+	11	28	5	44	15	13
125. HYDRAULIC PRESSURE RELIEF VALVE Test	0-6	8	48	4	25	0	10
	7-12	11	89	8	75	6	16
	13+	9	33	19	52	17	6
Adjust	0-6	6	54	0	25	0	8
	7-12	6	88	8	98	6	17
	13+	11	28	11	45	0	13
Obtain serviceable replacement	0-6	8	49	8	25	0	10
	7-12	12	89	9	75	13	16
	13+	12	33	12	52	0	6
Remove	0-6	13	54	4	24	0	8
	7-12	11	87	10	97	6	17
	13+	19	27	16	11	15	13
Install	0-6	11	49	12	25	10	10
	7-12	17	89	12	75	19	16
	13+	19	32	19	52	0	6
126. HYDRAULIC RESERVOIR ("C" Model) Disassemble pressurized (D Model only)	0-6	6	53	0	23	0	8
	7-12	5	85	2	96	12	17
	13+	0	29	7	45	0	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel						DS and GS Personnel					
		Shop Mechanics				Crew Chiefs		Shop Mechanics					
		Percent Performing or Assisting		Number of 67N20s Reporting		Percent Performing or Assisting		Number of 67N20s Reporting		Percent Performing or Assisting		Number of 67N20s Reporting	
126. HYDRAULIC RESERVOIR ("C" Model) (Cont.)													
Repair pressurized (D Model only)	0-6 7-12 13+	6 10 15	49 90 33	4 4 4	25 74 52	0 13 0	10 16 6						
Assemble pressurized (D Model only)	0-6 7-12 13+	6 5 0	53 84 28	0 2 7	23 96 44	0 12 0	8 17 13						
Bleed pressurized (D Model only)	0-6 7-12 13+	6 10 21	49 89 33	4 7 8	25 75 52	0 13 0	10 16 6						
*Service	0-6 7-12 13+	A 35 B 28 40 29 25 45	A 54 B 50 85 89 28 33	A 22 B 28 26 25 25 29	A 23 B 25 97 75 44 52	A 13 B 40 35 38 15 83	A 8 B 10 17 16 13 6						
Obtain serviceable replacement	0-6 7-12 13+	8 12 22	49 89 32	4 9 6	25 75 51	0 19 17	10 16 6						
Troubleshoot pressurized (D Model only)	0-6 7-12 13+	8 6 0	53 84 27	4 6 2	23 95 44	0 13 8	8 16 13						
Remove	0-6 7-12 13+	10 15 25	48 89 32	4 11 10	25 75 52	0 25 17	10 16 6						
Install	0-6 7-12 13+	6 13 4	53 85 28	0 5 11	23 96 44	13 19 15	8 16 13						
127. HYDRAULIC SYSTEM FILTERS (B & D Models only)													
Disassemble	0-6 7-12 13+	37 46 56	49 90 32	13 40 35	24 73 52	20 13 17	10 16 6						
Repair	0-6 7-12 13+	6 9 15	52 87 27	13 7 12	23 95 12	0 6 8	8 17 13						
*Assemble	0-6 7-12 13+	A 25 B 35 26 48 41 56	A 52 B 49 86 87 27 32	A 26 B 17 26 41 29 35	A 23 B 24 96 73 42 52	A 13 B 20 18 19 15 17	A 8 B 10 17 16 13 6						
Obtain serviceable replacement	0-6 7-12 13+	37 56 56	54 86 27	26 34 56	23 95 45	38 18 38	8 17 13						
Remove	0-6 7-12 13+	50 67 75	50 89 32	32 49 50	25 75 52	20 50 67	10 16 6						
Install	0-6 7-12 13+	54 66 74	54 86 27	43 52 64	23 95 44	25 41 54	8 17 13						
128. HYDRAULIC MODULES ("C" Model only)													
Disassemble	0-6 7-12 13+	6 8 13	50 92 32	4 9 2	24 74 52	0 6 0	10 16 6						
Repair	0-6 7-12 13+	6 6 11	54 88 28	5 4 4	22 95 45	0 0 0	8 17 13						

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>128. HYDRAULIC MODULES ("C" Model only) (Cont.)</b>							
Assemble	0-6	6	49	4	24	0	10
	7-12	7	89	9	74	6	16
	13+	16	32	2	52	0	6
Troubleshoot	0-6	4	54	9	22	0	8
	7-12	8	87	8	96	6	17
	13+	11	27	9	44	8	13
Obtain serviceable replacement	0-6	8	49	4	24	0	10
	7-12	8	89	11	74	6	16
	13+	18	33	6	52	0	6
Remove	0-6	6	54	0	22	25	8
	7-12	15	87	3	95	12	17
	13+	11	27	16	44	15	13
Install	0-6	14	50	8	25	0	10
	7-12	9	89	12	74	6	16
	13+	28	32	4	52	0	6
<b>129. HYDRAULIC PUMP ("C" Model)</b>							
Obtain serviceable replacement	0-6	8	53	5	22	0	8
	7-12	20	85	9	95	13	16
	13+	28	29	25	44	31	13
Troubleshoot	0-6	10	48	4	25	0	10
	7-12	22	89	14	72	20	15
	13+	27	33	10	51	20	5
Remove	0-6	21	53	14	22	25	8
	7-12	36	87	16	95	47	17
	13+	39	28	30	44	54	13
Install	0-6	29	49	0	25	30	10
	7-12	51	89	25	72	63	16
	13+	52	33	18	51	20	5
<b>130. IRREVERSIBLE VALVES (B &amp; D Models only)</b>							
Disassemble	0-6	15	54	23	22	13	8
	7-12	19	85	16	95	6	16
	13+	21	28	16	45	15	13
Repair	0-6	10	50	0	25	0	9
	7-12	21	87	15	74	25	16
	13+	21	33	16	51	0	6
Assemble	0-6	17	54	26	23	13	8
	7-12	24	85	17	96	12	17
	13+	22	27	18	44	23	13
Obtain serviceable replacement	0-6	26	48	32	25	22	9
	7-12	57	89	35	75	38	16
	13+	38	33	40	52	17	6
Remove	0-6	39	54	39	23	38	8
	7-12	62	87	50	96	53	17
	13+	59	27	41	44	62	13
Install	0-6	41	51	32	25	44	9
	7-12	69	89	52	75	69	16
	13+	67	33	46	52	50	6
<b>131. CYCLIC &amp; COLLECTIVE HYDRAULIC CYLINDER &amp; SERVO VALVE ASSEMBLIES</b>							
Disassemble	0-6	17	53	29	24	13	8
	7-12	29	85	25	95	24	17
	13+	29	28	24	45	23	13
Repair	0-6	12	49	20	25	0	10
	7-12	21	87	12	74	33	15
	13+	24	33	16	51	0	6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel		
		Shop Mechanics		Crew Chiefs		Shop Mechanics		
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	
131. CYCLIC & COLLECTIVE HYDRAULIC CYLINDER & SERVO VALVE ASSEMBLIES (Cont.) Assemble	0-6	15	52	29	24	13	8	
	7-12	29	84	27	96	29	17	
	13+	27	26	27	44	23	13	
	Adjust	0-6	31	48	24	25	10	10
		7-12	44	88	41	74	47	15
		13+	48	33	38	52	67	7
	Service ball and socket	0-6	21	52	29	24	25	8
		7-12	26	84	19	96	25	16
		13+	23	26	30	44	31	13
	Obtain serviceable replacement	0-6	42	50	20	25	20	10
		7-12	60	88	47	75	50	16
		13+	64	33	36	52	33	6
	Troubleshoot	0-6	23	53	21	24	13	8
		7-12	29	85	33	96	19	16
		13+	44	27	34	44	46	13
	Remove	0-6	54	48	36	25	50	10
		7-12	81	88	59	75	88	16
		13+	78	32	56	52	67	6
	Install	0-6	52	54	38	24	63	8
		7-12	72	86	55	96	59	17
		13+	70	27	45	44	85	13
132. TAIL ROTOR CONTROL HYDRAULIC CYLINDER Disassemble	0-6	14	49	4	25	0	10	
	7-12	20	86	12	75	25	16	
	13+	33	33	13	52	0	5	
	Repair	0-6	11	54	8	24	0	8
		7-12	11	87	12	95	12	17
		13+	14	28	9	44	15	13
	Assemble	0-6	15	48	4	25	0	10
		7-12	21	85	12	75	19	16
		13+	36	33	19	52	17	6
	Adjust	0-6	24	54	17	24	13	8
		7-12	39	87	20	95	24	17
		13+	26	27	23	43	31	13
	Rig to flight controls	0-6	36	50	8	25	20	10
		7-12	53	87	36	75	56	16
		13+	58	33	42	52	33	6
	Obtain serviceable replacement	0-6	24	54	17	24	13	8
		7-12	50	86	34	96	25	16
		13+	56	27	30	44	38	13
	Remove	0-6	40	50	24	25	20	10
		7-12	73	89	45	75	69	16
		13+	78	32	54	52	83	6
	Install	0-6	44	54	21	24	25	8
		7-12	64	87	47	94	53	17
		13+	67	27	47	43	69	13
133. HYDRAULIC SYSTEM CONNECTING HARDWARE Fabricate	0-6	8	50	4	25	0	10	
	7-12	9	86	11	74	6	16	
	13+	16	32	12	51	17	6	
	Bleed	0-6	13	54	13	24	25	8
		7-12	20	87	21	97	24	17
		13+	21	28	20	45	31	13

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel			
		Shop Mechanics		Crew Chiefs		Shop Mechanics			
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
133. HYDRAULIC SYSTEM CONNECTING HARDWARE (Cont.)									
Obtain serviceable replacement	0-6	26	50	4	25	20	10		
	7-12	29	85	24	74	25	16		
	13+	27	33	31	52	17	6		
Remove	0-6	19	54	22	23	50	8		
	7-12	33	86	28	98	41	17		
	13+	33	27	30	44	38	13		
Install	0-6	34	50	8	25	30	10		
	7-12	39	87	30	74	56	16		
	13+	36	33	33	52	17	6		
134. HYDRAULIC ACCUMULATOR (C Model only)									
Service	0-6	13	54	9	22	13	8		
	7-12	6	87	3	95	6	17		
	13+	10	29	22	45	8	13		
Obtain serviceable replacement	0-6	6	50	0	25	0	10		
	7-12	7	87	7	74	7	15		
	13+	6	33	4	51	17	6		
Troubleshoot	0-6	7	54	9	22	0	8		
	7-12	8	85	6	96	6	17		
	13+	7	28	14	44	0	13		
Remove	0-6	2	50	0	25	10	10		
	7-12	7	88	9	74	7	15		
	13+	3	32	6	52	17	6		
Install	0-6	7	54	5	22	13	8		
	7-12	12	86	4	95	12	17		
	13+	11	28	14	44	15	13		
135. HYDRAULIC SYSTEM									
Disassemble	0-6	2	50	4	25	0	10		
	7-12	11	87	7	74	13	16		
	13+	13	32	8	52	17	6		
Assemble	0-6	9	54	8	21	0	8		
	7-12	11	85	9	97	18	17		
	13+	11	28	9	43	15	13		
Purge	0-6	6	50	4	25	0	10		
	7-12	16	87	12	74	19	16		
	13+	15	33	17	52	17	6		
Test	0-6	11	54	13	24	13	8		
	7-12	16	85	17	98	35	17		
	13+	15	27	26	13	54	13		
Troubleshoot	0-6	14	19	8	25	10	10		
	7-12	34	88	26	74	13	16		
	13+	33	33	33	52	17	6		
136. TRANSMISSION EXTERNAL OIL FILTER									
Disassemble	0-6	69	54	75	24	38	8		
	7-12	78	86	72	96	29	17		
	13+	71	28	65	46	54	13		
Repair	0-6	19	47	13	23	0	10		
	7-12	26	86	23	74	13	16		
	13+	17	32	34	47	17	6		
*Assemble	0-6	$\frac{A}{74}$ $\frac{B}{60}$	$\frac{A}{53}$ $\frac{B}{48}$	$\frac{A}{83}$ $\frac{B}{33}$	$\frac{A}{24}$ $\frac{B}{24}$	$\frac{A}{38}$ $\frac{B}{30}$	$\frac{A}{8}$ $\frac{B}{10}$		
	7-12	75 55	85 87	72 61	94 75	35 31	17 16		
	13+	81 71	27 31	70 60	46 47	69 17	13 6		

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
136. TRANSMISSION EXTERNAL OIL FILTER (Cont.)							
Obtain serviceable replacement	0-6	49	49	30	23	40	10
	7-12	67	87	60	75	50	16
	13+	70	33	67	49	0	6
Remove	0-6	85	54	96	24	63	8
	7-12	85	86	83	96	65	17
	13+	93	27	82	45	77	13
Install	0-6	78	49	76	25	40	10
	7-12	85	86	85	75	53	15
	13+	94	31	84	49	83	6
137. HYDRAULIC PUMP & TACHOMETER GENERATOR DRIVE QUILL ASSEM- BLY (B & D Models Only)							
Obtain serviceable replacement	0-6	7	54	9	23	13	8
	7-12	9	87	10	96	18	17
	13+	11	27	13	45	38	13
Repair by replacing "O" rings	0-6	10	50	8	25	0	10
	7-12	16	85	20	75	40	15
	13+	19	32	13	52	17	6
Remove	0-6	15	54	13	23	38	8
	7-12	17	86	14	97	35	17
	13+	15	27	18	44	62	13
Install	0-6	16	50	12	25	0	10
	7-12	30	86	28	75	60	15
	13+	30	33	19	52	33	6
138. HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C Model only)							
Obtain serviceable replacement	0-6	4	54	5	22	13	8
	7-12	7	87	3	96	0	17
	13+	0	28	7	45	23	13
Repair by replacing "O" rings	0-6	10	50	0	25	0	10
	7-12	8	87	5	75	19	16
	13+	9	33	8	52	17	6
Remove	0-6	2	54	5	22	25	8
	7-12	6	86	3	97	12	17
	13+	14	28	11	44	38	13
Install	0-6	10	50	0	25	0	10
	7-12	11	87	7	75	31	16
	13+	9	33	8	52	17	6
139. TRANSMISSION OIL COOLER THERMO VALVE							
Obtain serviceable replacement	0-6	4	54	4	24	0	8
	7-12	5	87	3	97	6	17
	13+	17	29	9	45	8	13
Remove	0-6	14	50	0	25	0	10
	7-12	11	87	11	75	13	15
	13+	9	33	13	52	0	6
Install	0-6	7	54	4	24	13	8
	7-12	8	86	5	98	12	17
	13+	18	28	14	44	23	13
140. TRANSMISSION SUMP PLUG							
Obtain serviceable replacement	0-6	12	49	4	25	20	10
	7-12	22	86	20	75	6	16
	13+	9	33	21	51	0	6

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
140. TRANSMISSION SUMP PLUG (Cont.)							
Remove	0-6	35	54	50	24	38	8
	7-12	34	87	32	96	47	17
	13+	39	28	31	45	69	13
Install	0-6	16	50	16	25	20	10
	7-12	40	86	33	75	50	16
	13+	15	33	31	52	50	6
141. TRANSMISSION PYLON ISOLATION MOUNT							
Obtain serviceable replacement	0-6	22	54	18	22	25	8
	7-12	31	84	17	95	47	17
	13+	39	28	18	45	62	13
Remove	0-6	39	49	20	25	30	10
	7-12	59	86	32	74	81	16
	13+	39	33	22	51	50	6
*Install	0-6	$\frac{A}{37}$ $\frac{B}{34}$	$\frac{A}{54}$ $\frac{B}{50}$	$\frac{A}{26}$ $\frac{B}{16}$	$\frac{A}{23}$ $\frac{B}{25}$	$\frac{A}{50}$ $\frac{B}{30}$	$\frac{A}{8}$ $\frac{B}{10}$
	7-12	49 63	85 86	31 32	98 74	59 81	17 16
	13+	44 39	27 33	30 22	44 51	92 33	13 6
142. TRANSMISSION PRIMARY OIL FILTER ASSEMBLY							
*Disassemble	0-6	$\frac{A}{65}$ $\frac{B}{53}$	$\frac{A}{54}$ $\frac{B}{49}$	$\frac{A}{54}$ $\frac{B}{33}$	$\frac{A}{24}$ $\frac{B}{24}$	$\frac{A}{25}$ $\frac{B}{10}$	$\frac{A}{8}$ $\frac{B}{10}$
	7-12	61 61	87 87	57 61	95 75	6 25	17 16
	13+	57 75	28 32	65 57	46 51	46 17	13 6
Repair	0-6	20	54	21	24	13	8
	7-12	31	86	29	93	0	17
	13+	41	27	30	44	31	13
Assemble	0-6	55	49	29	24	10	10
	7-12	61	87	61	75	25	16
	13+	79	33	57	51	17	6
Obtain serviceable replacement	0-6	30	54	33	24	25	8
	7-12	42	86	33	94	6	17
	13+	56	27	43	46	46	13
Remove	0-6	59	49	44	25	10	10
	7-12	70	87	67	75	44	16
	13+	82	33	65	51	33	6
Install	0-6	76	54	58	24	38	8
	7-12	76	86	65	95	12	17
	13+	74	27	73	45	62	13
143. TRANSMISSION OIL TEMPERATURE THERMO-SWITCH							
Repair by replacing "O" rings	0-6	4	50	4	25	0	10
	7-12	9	87	1	74	0	16
	13+	9	33	20	50	0	6
Obtain serviceable replacement	0-6	6	54	4	23	0	8
	7-12	5	83	5	96	0	17
	13+	11	28	13	45	8	13
Troubleshoot	0-6	4	50	4	25	0	10
	7-12	11	87	3	74	6	16
	13+	12	33	20	49	0	6
Remove	0-6	4	54	9	23	0	8
	7-12	7	81	9	98	0	17
	13+	11	27	14	44	15	13
Install	0-6	6	50	8	25	0	10
	7-12	13	87	3	74	19	16
	13+	16	32	20	49	0	6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel			
		Shop Mechanics		Crew Chiefs		Shop Mechanics			
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting		
144. TRANSMISSION OIL TEMPERATURE THERMO-BULB Repair by replacing "O" rings	0-6	4	54	8	24	0	8		
	7-12	6	87	6	97	0	17		
	13+	14	28	7	45	8	13		
	Obtain serviceable replacement	0-6	6	50	4	25	0	10	
	7-12	14	87	4	75	7	15		
	13+	12	33	10	52	17	6		
	Troubleshoot	0-6	4	54	4	24	0	8	
	7-12	7	86	7	97	0	17		
	13+	11	27	9	44	8	13		
	Remove	0-6	4	50	4	25	0	10	
	7-12	14	87	4	75	13	16		
	13+	15	33	10	51	17	6		
	Install	0-6	6	54	8	24	0	8	
	7-12	8	86	12	98	0	17		
	13+	19	27	11	44	8	13		
145. TRANSMISSION OIL LEVEL SIGHT GAUGE Repair	0-6	8	50	8	25	0	10		
	7-12	3	87	7	75	0	15		
	13+	12	33	12	52	0	5		
	Obtain serviceable replacement	0-6	11	54	8	24	0	8	
	7-12	13	87	3	98	6	17		
	13+	18	28	9	44	15	13		
	Remove	0-6	12	50	12	25	0	10	
	7-12	17	87	7	75	6	16		
	13+	12	33	15	52	20	5		
	Install	0-6	15	54	13	24	13	8	
	7-12	17	86	8	97	6	17		
	13+	22	27	7	43	15	13		
	146. TRANSMISSION OIL PUMP SCREEN Obtain serviceable replacement	0-6	18	49	4	25	0	10	
		7-12	20	86	17	75	6	16	
		13+	24	33	18	51	0	6	
Remove		0-6	21	53	38	24	25	8	
7-12		37	86	22	96	18	17		
13+		43	28	24	45	38	13		
Install		0-6	24	50	24	25	0	10	
7-12		36	86	24	75	13	16		
13+		36	33	27	51	0	6		
147. TRANSMISSION OIL PRESSURE RELIEF VALVE Adjust		0-6	7	54	8	24	25	8	
		7-12	9	86	6	96	12	17	
		13+	14	28	11	45	23	13	
		Obtain serviceable replacement	0-6	10	50	4	25	0	10
		7-12	13	87	7	75	13	16	
		13+	18	33	12	52	0	6	
	Troubleshoot	0-6	6	54	13	24	13	8	
	7-12	4	85	8	96	6	17		
	13+	11	27	11	44	15	13		
	Remove	0-6	12	50	4	25	0	10	
	7-12	14	87	12	75	13	16		
	13+	22	32	13	52	0	6		
	Install	0-6	11	54	8	24	0	8	
	7-12	7	85	11	97	12	17		
	13+	11	27	12	43	23	13		

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
148. TRANSMISSION OIL JETS							
Repair by replacing "O" rings	0-6	41	49	24	25	0	10
	7-12	71	85	40	75	19	16
	13+	60	33	49	51	33	6
Obtain serviceable replacement	0-6	11	54	13	24	0	8
	7-12	24	85	19	93	12	17
	13+	44	27	30	44	31	13
Remove	0-6	62	50	48	25	20	10
	7-12	82	87	61	75	19	16
	13+	76	33	63	52	33	6
Install	0-6	55	53	50	24	13	8
	7-12	71	81	49	96	24	17
	13+	89	27	62	45	46	13
149. TRANSMISSION OIL PUMP							
Repair by replacing "O" rings	0-6	18	49	4	25	0	10
	7-12	11	83	8	74	19	16
	13+	16	32	15	52	0	6
Obtain serviceable replacement	0-6	9	54	4	24	0	8
	7-12	5	87	6	97	12	17
	13+	11	28	7	45	23	13
Remove	0-6	20	49	8	25	10	10
	7-12	20	85	9	74	31	16
	13+	16	32	21	52	50	6
Install	0-6	11	54	4	24	13	8
	7-12	12	86	15	97	12	17
	13+	11	27	7	44	38	13
150. TRANSMISSION OIL COOLER							
Clean by flushing under pressure	0-6	18	50	8	25	30	10
	7-12	22	85	16	75	38	16
	13+	21	33	20	51	0	6
Obtain serviceable replacement	0-6	20	54	13	24	13	8
	7-12	17	84	9	96	31	16
	13+	32	28	17	46	54	13
Remove	0-6	26	50	16	25	20	10
	7-12	58	85	28	75	81	16
	13+	28	32	24	51	50	6
Install	0-6	30	54	13	23	25	8
	7-12	10	83	20	96	59	17
	13+	48	27	16	44	85	13
151. TRANSMISSION MAGNETIC SUMP PLUG							
Obtain serviceable replacement	0-6	39	49	20	25	10	10
	7-12	40	85	39	72	25	16
	13+	18	33	43	51	0	5
Remove	0-6	55	53	59	22	38	8
	7-12	66	86	71	94	47	17
	13+	63	27	62	47	82	11
Install	0-6	54	48	68	25	10	10
	7-12	72	85	67	75	63	16
	13+	75	32	63	51	40	5
152. TRANSMISSION CHIP DETECTOR PLUG							
*Repair by replacing "O" rings	0-6	A 39 B 31	A 49 B 49	A 57 B 24	A 23 B 25	A 29 B 0	A 7 B 10
	7-12	42 37	85 86	45 42	94 74	24 31	17 16
	13+	54 38	26 32	49 47	45 51	54 22	13 6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>152. TRANSMISSION CHIP DETECTOR PLUG (Cont.)</b>							
Obtain serviceable replacement	0-6	35	49	16	25	10	10
	7-12	41	86	42	74	50	16
	13+	55	33	51	51	17	6
Troubleshoot	0-6	36	50	43	23	29	7
	7-12	30	84	39	93	24	17
	13+	36	25	30	46	23	13
Remove	0-6	62	50	60	25	10	10
	7-12	76	86	77	75	75	16
	13+	77	31	78	51	83	6
Install	0-6	73	52	71	24	63	8
	7-12	67	84	75	97	53	17
	13+	80	25	67	46	69	13
<b>153. TRANSMISSION ASSEMBLY</b>							
Repair	0-6	18	49	4	25	0	10
	7-12	18	84	7	75	25	16
	13+	19	32	10	52	0	6
Service	0-6	44	54	42	24	75	8
	7-12	54	85	43	96	56	16
	13+	54	28	40	45	85	13
Obtain serviceable replacement	0-6	24	49	8	25	20	10
	7-12	49	83	20	75	60	15
	13+	27	33	21	52	33	6
Troubleshoot	0-6	14	51	30	23	25	8
	7-12	30	83	22	95	20	15
	13+	33	27	18	44	50	12
Remove	0-6	60	50	20	25	50	10
	7-12	71	84	49	75	93	15
	13+	47	32	33	52	83	6
Install	0-6	44	54	26	23	63	8
	7-12	70	84	37	97	94	16
	13+	48	27	32	44	85	13
<b>154. TRANSMISSION LIFT LINK</b>							
Obtain serviceable replacement	0-6	16	49	4	25	10	10
	7-12	20	85	13	75	19	16
	13+	18	33	8	51	25	4
Remove	0-6	44	54	21	24	75	8
	7-12	65	86	40	98	93	14
	13+	36	28	30	43	92	13
Install	0-6	41	49	12	25	30	10
	7-12	64	86	32	75	81	16
	13+	45	33	24	51	60	5
<b>155. TAIL ROTOR GEAR BOX</b>							
Repair	0-6	12	51	13	24	13	8
	7-12	14	85	13	92	0	17
	13+	19	27	11	44	8	12
*Service	0-6	A 83 B 84	A 53 B 49	A 67 B 73	A 24 B 24	A 50 B 50	A 8 B 10
	7-12	81 84	86 85	75 76	96 75	59 87	17 15
	13+	85 79	27 33	67 79	45 52	85 83	13 6
Obtain serviceable replacement	0-6	43	51	17	24	38	8
	7-12	57	83	36	96	35	17
	13+	54	26	34	44	67	12
Troubleshoot	0-6	26	46	13	23	0	10
	7-12	46	82	35	75	38	16
	13+	52	33	46	50	0	6

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Task	Organizational Personnel						DS and GS Personnel			
	Months of UH-1 Maintenance Experience	Shop Mechanics		Crew Chiefs		Shop Mechanics		Percent Performing or Assisting	Number of 67N20s Reporting	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting			
155. TAIL ROTOR GEAR BOX (Cont.)										
Remove	0-6 7-12 13+	56 70 69	52 81 26	58 53 58	21 95 45		63 88 92	8 17 13		
Install	0-6 7-12 13+	54 82 67	48 87 33	20 52 58	25 75 52		50 75 83	10 16 6		
156. TAIL ROTOR DRIVE SHAFT Repair	0-6 7-12 13+	8 10 23	50 86 26	4 9 5	23 94 13		13 6 8	8 17 13		
Obtain serviceable replacement	0-6 7-12 13+	44 59 53	50 85 52	12 15 44	25 74 50		20 63 10	10 16 5		
Inspect with dye penetrant or dye	0-6 7-12 13+	13 16 24	52 85 25	13 14 28	24 94 13		25 41 58	8 17 13		
Remove	0-6 7-12 13+	71 91 82	18 86 53	14 72 60	25 74 50		70 94 60	10 16 5		
Install	0-6 7-12 13+	72 85 69	53 86 26	58 56 56	24 96 45		75 88 85	8 17 13		
157. TAIL ROTOR DRIVE QUILL ASSEMBLY										
Disassemble flex coupling	0-6 7-12 13+	50 28 27	50 86 53	4 21 23	25 73 52		20 25 17	10 16 6		
Clean flex coupling	0-6 7-12 13+	21 23 19	53 86 27	17 52 21	24 95 46		38 35 31	8 17 13		
Assemble flex coupling	0-6 7-12 13+	$\frac{A}{13}$ $\frac{B}{26}$ 24 31 13 27	$\frac{A}{52}$ $\frac{B}{53}$ 85 86 26 33	$\frac{A}{17}$ $\frac{B}{4}$ 20 29 22 23	$\frac{A}{24}$ $\frac{B}{25}$ 95 73 45 52	$\frac{A}{13}$ $\frac{B}{20}$ 35 25 23 17	$\frac{A}{8}$ $\frac{B}{10}$ 17 16 13 6			
Repair	0-6 7-12 13+	8 11 19	52 81 26	5 9 18	24 94 45		0 12 8	8 17 13		
Service flex coupling	0-6 7-12 13+	26 34 27	50 86 53	0 27 27	25 75 52		20 25 20	10 16 5		
Obtain serviceable replacement	0-6 7-12 13+	42 52 51	52 87 26	5 23 29	24 93 15		13 35 31	8 17 13		
Remove	0-6 7-12 13+	50 73 54	50 86 52	16 56 10	25 75 52		50 50 50	10 16 6		
Install	0-6 7-12 13+	26 56 44	54 85 27	17 56 58	24 95 15		50 76 46	8 17 13		
158. MAIN ROTOR MAST ASSEMBLY Repair	0-6 7-12 13+	57 25 24	49 85 53	20 16 24	25 75 52		0 13 33	8 16 6		

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>158. MAIN ROTOR MAST ASSEMBLY (Cont.)</b>							
Obtain serviceable replacement	0-6	47	53	17	24	25	8
	7-12	49	84	27	96	53	17
	13+	30	27	36	45	77	13
Remove	0-6	67	49	44	25	80	10
	7-12	80	87	60	75	93	15
	13+	72	32	23	52	100	6
Install	0-6	70	54	29	24	63	8
	7-12	77	86	48	98	88	17
	13+	56	27	47	45	100	13
<b>159. INPUT DRIVE QUILL ASSEMBLY</b>							
Repair by replacing "O" rings	0-6	14	50	8	25	20	10
	7-12	38	85	23	75	63	16
	13+	42	33	21	52	17	6
Obtain serviceable replacement	0-6	17	54	13	24	13	8
	7-12	21	87	17	92	35	17
	13+	56	27	33	45	31	13
Remove	0-6	24	50	12	25	30	10
	7-12	51	86	33	75	69	16
	13+	50	32	37	52	83	6
Install	0-6	33	54	21	24	25	8
	7-12	37	86	37	95	53	17
	13+	74	27	38	42	46	13
<b>160. MAIN GENERATOR DRIVE QUILL ASSEMBLY</b>							
Obtain serviceable replacement	0-6	6	19	0	24	10	10
	7-12	11	85	4	74	13	16
	13+	15	33	13	52	17	6
Remove	0-6	6	53	4	24	25	8
	7-12	17	87	12	97	18	17
	13+	14	28	14	43	31	13
Install	0-6	12	50	4	24	20	10
	7-12	20	86	8	74	44	16
	13+	18	33	19	52	33	6
<b>161. MAIN DRIVE SHAFT ASSEMBLY</b>							
Disassemble	0-6	42	53	54	24	38	8
	7-12	48	87	55	95	59	17
	13+	54	28	54	46	46	13
Clean	0-6	50	50	72	25	50	10
	7-12	68	88	79	75	75	16
	13+	73	33	71	52	100	6
Repair (Minor)	0-6	13	53	4	24	13	8
	7-12	30	86	21	93	35	17
	13+	33	27	29	45	23	13
Service	0-6	40	48	56	25	40	10
	7-12	61	88	71	75	63	16
	13+	70	33	69	52	83	6
Assemble	0-6	38	53	50	24	50	8
	7-12	47	86	57	96	59	17
	13+	63	27	49	45	46	13
Obtain serviceable replacement	0-6	23	48	36	25	49	10
	7-12	48	86	41	75	40	15
	13+	52	33	46	52	50	6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel						DS and GS Personnel					
		Shop Mechanics				Crew Chiefs		Shop Mechanics					
		Percent Performing or Assisting		Number of 67N20s Reporting		Percent Performing or Assisting		Number of 67N20s Reporting		Percent Performing or Assisting		Number of 67N20s Reporting	
		A	B	A	B	A	B	A	B	A	B	A	B
<b>161. MAIN DRIVE SHAFT ASSEMBLY (Cont.)</b>													
Troubleshoot	0-6	12		52		13		24		38		8	
	7-12	20		85		33		94		24		17	
	13+	41		27		31		45		17		12	
Package	0-6	27		49		32		25		30		10	
	7-12	52		88		47		75		33		15	
	13+	48		33		54		52		67		6	
*Remove	0-6	54	56	54	50	63	68	24	25	88	60	8	10
	7-12	78	81	86	88	72	81	95	75	94	100	17	15
	13+	82	79	28	33	69	75	45	52	85	100	13	6
Install	0-6	62		50		67		24		70		10	
	7-12	82		89		83		75		93		15	
	13+	82		33		75		52		100		6	
<b>162. INTERMEDIATE GEAR BOX (420 Gear Box)</b>													
Disassemble	0-6	6		52		0		24		14		7	
	7-12	10		86		6		94		0		17	
	13+	7		27		9		46		15		13	
Repair	0-6	15		48		8		25		0		10	
	7-12	11		87		12		74		6		16	
	13+	18		33		21		52		0		6	
Assemble	0-6	6		52		0		24		0		7	
	7-12	9		85		8		95		0		17	
	13+	7		27		9		45		15		13	
*Service	0-6	91	84	54	50	67	56	24	25	57	40	7	10
	7-12	82	77	83	87	71	71	96	75	76	75	17	16
	13+	86	82	28	33	73	75	44	51	85	83	13	6
Obtain serviceable replacement	0-6	25		51		13		24		29		7	
	7-12	51		84		28		93		29		17	
	13+	46		26		35		43		62		13	
Remove	0-6	59		49		28		25		50		10	
	7-12	74		88		51		74		81		16	
	13+	73		37		54		52		67		6	
Install	0-6	50		52		17		24		71		7	
	7-12	71		86		44		95		75		16	
	13+	67		27		40		45		92		13	
<b>163. TAIL ROTOR DRIVE SHAFT HANGER BEARING ASSEMBLIES</b>													
Disassemble	0-6	45		49		17		24		30		10	
	7-12	42		88		31		75		50		16	
	13+	42		33		37		52		17		6	
Clean	0-6	55		53		55		22		13		8	
	7-12	54		81		61		95		53		17	
	13+	63		27		56		43		69		13	
Repair	0-6	27		49		8		25		10		10	
	7-12	23		87		15		75		19		16	
	13+	27		33		23		52		0		6	
Service	0-6	51		53		36		22		0		8	
	7-12	55		86		55		95		47		17	
	13+	51		26		50		44		54		13	
Assemble	0-6	48		50		12		25		20		10	
	7-12	43		88		29		75		38		16	
	13+	39		33		37		52		17		6	

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
163. TAIL ROTOR DRIVE SHAFT HANGAR BEARING ASSEMBLIES (Cont.) Obtain serviceable replacement	0-6 7-12 13+	38 48 50	53 85 26	26 41 40	25 92 45	13 41 16	8 17 13
Troubleshoot	0-6 7-12 13+	29 30 50	49 87 32	16 32 29	25 75 51	10 13 0	10 16 6
Remove	0-6 7-12 13+	69 84 67	54 86 27	50 62 57	24 94 46	88 76 77	8 17 13
Install	0-6 7-12 13+	70 82 64	50 89 33	44 56 52	25 75 52	40 88 67	10 16 6
164. MAIN ROTOR ASSEMBLY Troubleshoot	0-6 7-12 13+	31 53 59	54 86 27	30 57 43	23 96 46	30 33 50	8 17 12
Repair blade	0-6 7-12 13+	10 17 13	49 88 32	1 19 21	23 73 51	0 6 17	10 16 6
Package blades	0-6 7-12 13+	33 53 67	54 83 27	17 32 36	24 93 45	63 65 62	8 17 13
Obtain serviceable replacement blades	0-6 7-12 13+	52 64 61	50 88 33	23 43 35	24 73 31	40 73 83	10 15 6
Align rotor assembly	0-6 7-12 13+	19 47 69	54 86 26	13 37 49	21 93 43	38 63 69	8 17 13
*Rig rotor assembly	0-6 7-12 13+	$\frac{A}{31}$ $\frac{B}{53}$ 35 57 62 61	$\frac{A}{54}$ $\frac{B}{49}$ 85 88 26 33	$\frac{A}{17}$ $\frac{B}{8}$ 43 48 42 61	$\frac{A}{24}$ $\frac{B}{25}$ 93 73 45 51	$\frac{A}{25}$ $\frac{B}{50}$ 59 73 54 67	$\frac{A}{8}$ $\frac{B}{10}$ 17 15 13 6
Balance rotor assembly (Balance stand)	0-6 7-12 13+	9 8 47	53 84 26	8 16 24	24 96 45	13 29 8	8 17 13
Track rotor assembly	0-6 7-12 13+	65 81 88	51 90 33	68 72 79	23 73 52	60 91 100	10 16 6
Service 44' & 48' rotor assembly	0-6 7-12 13+	21 46 65	51 85 26	29 16 51	24 96 48	25 35 54	8 17 13
Repair hub assembly	0-6 7-12 13+	22 23 27	50 87 33	8 13 23	24 73 51	0 13 0	10 16 6
Package hub assembly	0-6 7-12 13+	30 46 63	54 85 27	13 26 27	21 91 45	38 41 54	8 17 13
Obtain serviceable replacement hub assembly	0-6 7-12 13+	40 52 58	50 88 33	8 31 18	23 73 52	40 60 83	10 15 6
Disassemble 44' & 48' hub assembly	0-6 7-12 13+	15 35 37	54 84 27	17 27 42	21 96 45	25 35 23	8 17 13

(Continued)

Task	Months of UH 1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
164. MAIN ROTOR ASSEMBLY (Cont.)							
Assemble 44' & 48' hub assembly	0-6	28	50	17	24	33	9
	7-12	32	87	32	75	38	16
	13+	48	33	35	51	50	6
Disassemble 540 hub assembly	0-6	17	54	8	24	38	8
	7-12	25	85	18	95	35	17
	13+	41	27	31	45	23	13
Assemble 540 hub assembly	0-6	28	50	8	25	20	10
	7-12	33	87	16	75	44	16
	13+	36	33	29	51	33	6
Adjust drag links	0-6	51	53	42	24	63	8
	7-12	65	86	47	94	81	16
	13+	70	27	55	44	77	13
Adjust pitch change links	0-6	69	51	52	25	70	10
	7-12	78	90	69	74	88	16
	13+	82	33	79	52	100	6
Adjust trim tab	0-6	62	53	42	24	63	8
	7-12	78	85	64	92	88	17
	13+	81	27	73	45	85	13
Adjust 44' rotor counterweights	0-6	20	50	4	24	0	10
	7-12	16	87	19	75	25	16
	13+	24	33	22	51	50	6
Adjust 48' rotor collective force worm-screw	0-6	13	54	8	24	25	8
	7-12	27	85	22	96	29	17
	13+	30	26	29	45	33	12
Remove blades	0-6	82	51	56	25	70	10
	7-12	91	89	79	75	93	15
	13+	85	33	85	52	100	6
Remove rotor assembly	0-6	70	54	54	24	75	8
	7-12	90	83	64	92	88	17
	13+	86	28	71	45	92	13
Install blades	0-6	84	51	56	25	67	9
	7-12	92	89	77	75	100	15
	13+	85	33	86	51	100	6
Install rotor assembly	0-6	72	54	51	24	88	8
	7-12	92	83	67	94	94	17
	13+	86	28	71	45	92	13
165. STABILIZER BAR							
Disassemble	0-6	50	50	12	25	30	10
	7-12	45	89	28	75	50	16
	13+	42	33	40	52	33	6
Repair	0-6	17	53	4	23	13	8
	7-12	26	86	12	95	24	17
	13+	27	26	16	45	8	13
Assemble	0-6	16	50	12	25	30	10
	7-12	15	89	29	75	50	16
	13+	42	33	38	52	33	6
Balance	0-6	2	53	4	23	0	8
	7-12	9	85	7	96	6	17
	13+	19	26	7	44	8	13
Rig to flight controls	0-6	45	49	33	24	50	10
	7-12	63	86	51	75	69	16
	13+	58	33	48	52	50	6
Service	0-6	42	53	35	23	25	8
	7-12	47	85	41	96	47	17
	13+	46	26	48	44	62	13
Obtain serviceable replacement	0-6	45	47	4	25	20	10
	7-12	32	87	33	75	63	16
	13+	48	33	46	52	33	6

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Task	Organizational Personnel					US and GS Personnel	
	Months of UH-1 Maintenance Experience	Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
165. STABILIZER BAR (Cont.)							
Package	0-6	13	53	4	23	13	8
	7-12	27	85	11	96	11	17
	13+	44	25	16	14	31	13
Remove	0-6	82	51	40	25	70	10
	7-12	94	89	71	75	100	15
	13+	88	53	73	52	100	6
Install	0-6	81	53	59	25	88	8
	7-12	91	85	59	96	100	17
	13+	79	28	58	13	92	13
166. STABILIZER BAR DAMPERS Rig to flight controls							
	0-6	46	39	32	23	5	10
	7-12	80	89	57	75	81	16
	13+	76	33	50	31	81	6
Service	0-6	45	33	42	24	13	8
	7-12	57	86	52	95	63	17
	13+	41	27	68	11	75	12
Check timing of both	0-6	51	39	76	25	5	10
	7-12	81	89	81	75	95	15
	13+	88	33	78	31	83	6
Obtain serviceable replacement	0-6	32	33	32	21	13	8
	7-12	60	86	47	91	53	17
	13+	50	26	47	13	50	12
Package	0-6	16	49	8	25	10	10
	7-12	39	87	21	75	31	16
	13+	45	33	29	31	0	6
Remove	0-6	68	53	55	21	75	8
	7-12	81	85	72	94	88	17
	13+	81	27	71	45	92	12
Install	0-6	60	50	40	23	60	10
	7-12	88	89	72	75	87	15
	13+	81	32	65	31	100	6
167. DYNAMIC STOPS ("C" Model only)							
Adjust	0-6	0	54	9	22	13	8
	7-12	20	87	7	95	29	17
	13+	18	28	18	43	15	13
Obtain serviceable replacement	0-6	8	30	1	2	10	10
	7-12	6	84	8	75	0	15
	13+	9	33	6	31	0	6
Package	0-6	2	51	5	22	0	8
	7-12	10	86	5	91	12	17
	13+	11	27	7	18	8	13
Remove	0-6	16	50	0	25	20	10
	7-12	26	87	15	75	13	16
	13+	21	33	12	52	33	6
Install	0-6	15	54	9	22	13	8
	7-12	23	86	15	95	33	17
	13+	22	27	16	11	38	13
168. SCISSORS AND SLEEVE ASSEMBLY							
Disassemble	0-6	65	50	21	25	30	10
	7-12	38	89	11	75	70	16
	13+	52	33	18	52	67	6
Repair	0-6	26	51	13	21	38	8
	7-12	36	87	27	95	21	17
	13+	11	27	25	11	15	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 6/N20s Reporting	Percent Performing or Assisting	Number of 6/N20s Reporting	Percent Performing or Assisting	Number of 6/N20s Reporting
168. SCISSORS AND SLEEVE ASSEMBLY (Cont.) Assemble	0-6	64	50	20	25	30	10
	7-12	61	89	48	75	40	16
	13+	55	33	54	52	50	6
Service	0-6	44	54	58	24	38	8
	7-12	48	86	61	95	41	17
	13+	54	26	64	44	46	13
Troubleshoot	0-6	31	49	20	25	10	10
	7-12	51	87	41	75	25	16
	13+	52	33	48	52	0	6
Obtain serviceable replacement	0-6	41	54	29	24	50	8
	7-12	54	84	44	96	53	17
	13+	58	26	40	45	46	13
Package	0-6	24	49	8	25	10	10
	7-12	45	87	23	75	40	15
	13+	42	33	23	52	33	6
Rig to flight controls	0-6	31	54	25	24	25	8
	7-12	49	85	36	94	65	17
	13+	50	26	34	44	54	13
Align (B & D Models only)	0-6	27	49	13	24	10	10
	7-12	42	84	32	74	27	15
	13+	58	33	29	52	17	6
Adjust friction collet assembly (540 system only)	0-6	23	53	13	24	25	8
	7-12	60	84	25	95	35	17
	13+	38	26	23	44	23	13
Remove	0-6	78	51	36	25	50	10
	7-12	88	90	61	75	87	15
	13+	88	32	60	52	83	6
Install	0-6	76	54	46	24	88	8
	7-12	83	84	66	93	82	17
	13+	81	27	51	45	77	13
169. SWASHPLATE & SUPPORT ASSEMBLY Disassemble	0-6	40	50	16	24	10	10
	7-12	44	89	21	75	13	16
	13+	39	33	37	51	33	6
Purge	0-6	41	54	54	24	38	8
	7-12	41	86	65	94	35	17
	13+	57	28	60	45	54	13
Repair	0-6	20	50	12	25	10	10
	7-12	33	88	19	75	6	16
	13+	34	32	16	50	0	6
Assemble	0-6	30	54	17	24	14	7
	7-12	34	85	19	94	35	17
	13+	27	26	27	44	8	12
Rig to flight controls	0-6	43	51	24	25	20	10
	7-12	64	88	43	75	63	16
	13+	58	33	47	51	33	6
Service	0-6	35	54	50	24	25	8
	7-12	51	83	65	95	35	17
	13+	46	26	61	44	69	13
Troubleshoot	0-6	18	50	24	25	0	10
	7-12	44	88	35	74	19	16
	13+	18	33	45	49	17	6
Obtain serviceable replacement	0-6	31	54	13	24	38	8
	7-12	52	84	35	92	29	17
	13+	50	26	31	42	31	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
169. SWASHPLATE & SUPPORT ASSEMBLY (Cont.) Package	0-6 7-12 13+	20 44 42	51 88 33	12 27 24	25 75 51	10 20 17	10 15 6
Remove	0-6 7-12 13+	61 78 70	54 82 27	25 53 49	24 95 43	75 71 85	8 17 13
Install	0-6 7-12 13+	56 83 79	50 90 35	36 59 55	25 75 51	70 80 67	10 15 6
170. COLLECTIVE LEVERS Disassemble	0-6 7-12 13+	41 60 44	54 86 27	25 38 41	24 95 46	38 41 46	8 17 13
*Repair (any one)	0-6 7-12 13+	$\frac{A}{19} \frac{B}{20}$ 27 25 19 39	$\frac{A}{54} \frac{B}{50}$ 85 87 26 33	$\frac{A}{13} \frac{B}{4}$ 17 16 20 20	$\frac{A}{24} \frac{B}{25}$ 96 75 44 51	$\frac{A}{13} \frac{B}{0}$ 12 13 15 17	$\frac{A}{8} \frac{B}{10}$ 17 15 13 6
Assemble	0-6 7-12 13+	43 64 50	54 85 26	21 34 40	24 95 45	38 47 54	8 17 13
Service (B & D Models only)	0-6 7-12 13+	29 50 52	51 88 33	24 39 37	25 74 51	20 40 17	10 15 6
Adjust (any one) (B & D Models only)	0-6 7-12 13+	30 40 31	54 85 26	22 30 33	23 94 45	13 44 54	8 16 13
Obtain serviceable replacement (any one)	0-6 7-12 13+	26 45 55	50 88 33	8 31 33	25 75 51	20 40 33	10 15 6
Remove (any one)	0-6 7-12 13+	50 78 63	54 85 27	29 53 51	24 95 45	37 65 92	8 17 13
Install (any one)	0-6 7-12 13+	62 79 73	50 90 33	24 44 39	25 75 51	50 80 67	10 15 6
171. ANTI-DRIVE LINK ASSEMBLY ("C" Model only) Obtain serviceable replacement	0-6 7-12 13+	9 20 17	53 84 29	9 9 14	22 95 44	13 25 0	8 16 13
Package	0-6 7-12 13+	4 10 22	50 88 32	4 4 12	25 75 50	0 0 0	10 16 5
Remove	0-6 7-12 13+	17 33 21	53 83 28	9 13 18	22 94 44	13 25 23	8 16 13
Install	0-6 7-12 13+	14 35 38	51 88 32	8 8 16	25 75 50	10 13 50	10 16 6
172. TAIL ROTOR ASSEMBLY Balance	0-6 7-12 13+	6 12 27	51 86 26	8 8 16	24 96 43	0 18 8	8 17 13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
172. TAIL ROTOR ASSEMBLY (Cont.)							
Make operational check	0-6	51	49	48	25	30	10
	7-12	55	57	68	75	73	15
	13+	15	33	78	50	67	6
Obtain serviceable replacement	0-6	24	54	21	24	13	8
	7-12	35	55	35	95	53	17
	13+	62	26	33	43	38	13
Package	0-6	16	49	4	25	0	10
	7-12	22	87	27	74	25	16
	13+	30	33	27	51	0	5
Purge	0-6	31	54	46	24	25	8
	7-12	57	84	61	95	41	17
	13+	60	25	61	44	46	13
Service	0-6	53	49	40	25	20	10
	7-12	56	57	69	75	53	15
	13+	76	33	78	50	83	6
Track	0-6	74	54	71	24	75	8
	7-12	86	84	68	95	94	17
	13+	85	27	78	46	92	13
Troubleshoot	0-6	39	49	36	25	0	10
	7-12	44	86	51	75	38	16
	13+	66	32	60	50	17	6
Adjust pitch change links	0-6	70	53	63	24	75	8
	7-12	81	85	73	96	94	17
	13+	93	27	80	44	85	13
Repair blades	0-6	10	49	8	25	0	10
	7-12	13	57	16	74	0	16
	13+	21	33	16	51	0	6
Assemble hub assembly	0-6	35	54	33	24	38	8
	7-12	22	85	21	95	53	17
	13+	38	26	34	44	23	13
Disassemble hub assembly	0-6	31	49	24	25	10	10
	7-12	22	86	32	74	6	16
	13+	36	33	45	51	0	6
Repair hub assembly	0-6	6	53	8	24	38	8
	7-12	5	85	11	95	24	17
	13+	19	26	16	43	0	13
Rig to tail rotor controls	0-6	69	49	44	25	30	10
	7-12	71	87	64	75	81	16
	13+	79	33	74	50	50	6
Remove blades	0-6	19	53	21	24	50	8
	7-12	34	85	34	95	59	17
	13+	38	26	27	45	31	13
Remove tail rotor assembly	0-6	88	51	50	24	40	10
	7-12	81	89	79	75	93	15
	13+	94	33	80	51	100	6
Install blades	0-6	17	53	25	24	38	8
	7-12	25	85	26	95	65	17
	13+	35	26	27	45	38	13
Install tail rotor assembly	0-6	84	51	52	25	40	10
	7-12	85	88	80	75	93	15
	13+	94	32	80	51	100	6
173. INSTRUMENT PANEL							
Repair	0-6	1	53	0	23	25	8
	7-12	15	87	10	97	6	17
	13+	17	29	16	45	15	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
173. INSTRUMENT PANEL							
Obtain serviceable replacement	0-6	12	50	12	25	30	10
	7-12	14	87	16	75	13	16
	13+	15	33	17	52	17	6
Remove	0-6	11	54	4	23	13	8
	7-12	14	86	7	96	6	17
	13+	14	28	14	44	15	13
Install	0-6	14	50	12	25	30	10
	7-12	15	88	16	75	19	16
	13+	12	33	15	52	17	6
174. FREE AIR TEMPERATURE INDICATOR							
Obtain serviceable replacement	0-6	4	54	4	24	0	8
	7-12	3	86	10	97	6	17
	13+	7	29	4	45	0	13
Remove	0-6	8	50	4	25	20	10
	7-12	9	87	5	75	6	16
	13+	15	33	13	52	33	6
Install	0-6	6	54	4	24	13	8
	7-12	6	86	14	96	18	17
	13+	11	28	9	44	15	13
175. PILOT ATTITUDE INDICATOR							
*Adjust	0-6	$\frac{A}{4}$ $\frac{B}{4}$	$\frac{A}{53}$ $\frac{B}{50}$	$\frac{A}{4}$ $\frac{B}{8}$	$\frac{A}{24}$ $\frac{B}{25}$	$\frac{A}{13}$ $\frac{B}{0}$	$\frac{A}{8}$ $\frac{B}{10}$
	7-12	5 6	87 88	10 14	97 74	6 6	17 16
	13+	3 15	29 33	9 18	43 51	0 17	13 6
Obtain serviceable replacement	0-6	6	54	13	24	0	8
	7-12	13	86	27	96	24	17
	13+	14	28	27	44	23	13
Troubleshoot	0-6	4	50	20	25	0	10
	7-12	3	88	18	74	0	16
	13+	15	33	27	52	17	6
Remove	0-6	11	54	21	24	25	8
	7-12	19	86	38	95	29	17
	13+	18	28	36	44	38	13
Install	0-6	10	50	20	25	20	10
	7-12	19	88	37	75	19	16
	13+	36	33	35	52	50	6
176. COPILOT ATTITUDE INDICATOR							
Adjust	0-6	2	54	0	24	0	8
	7-12	3	87	12	95	6	17
	13+	3	29	5	44	0	13
Obtain serviceable replacement	0-6	2	50	16	25	10	10
	7-12	14	88	31	75	0	16
	13+	30	33	37	51	33	6
Troubleshoot	0-6	2	54	4	24	0	8
	7-12	7	86	14	94	6	17
	13+	7	28	9	43	8	13
Remove	0-6	2	50	12	25	10	10
	7-12	16	88	36	75	6	16
	13+	36	33	42	50	33	6
Install	0-6	4	54	8	24	38	8
	7-12	15	86	20	94	29	17
	13+	21	28	24	45	38	13

(Continued)

Task	Months of UH 1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
177. TURN AND SLIP INDICATOR							
Obtain serviceable replacement	0-6 7-12 13+	0 6 12	50 88 33	4 12 17	25 75 52	10 0 17	10 16 6
Remove	0-6 7-12 13+	6 9 10	54 87 29	0 16 13	24 96 45	13 18 15	8 17 13
Install	0-6 7-12 13+	2 6 13	51 88 33	4 19 17	25 75 52	10 13 17	10 16 6
178. VERTICAL VELOCITY INDICATOR							
Adjust	0-6 7-12 13+	2 6 0	54 87 29	0 10 9	24 96 45	0 0 0	8 17 13
Obtain serviceable replacement	0-6 7-12 13+	0 7 3	50 88 33	8 7 15	25 75 52	10 0 33	10 16 6
Remove	0-6 7-12 13+	2 8 4	54 86 28	0 7 14	24 96 44	13 6 15	8 17 13
Install	0-6 7-12 13+	0 7 9	50 88 33	4 9 15	25 75 52	10 0 33	10 16 6
179. AIRSPEED INDICATOR							
Replace decals	0-6 7-12 13+	2 7 7	54 86 29	4 14 23	24 97 44	25 6 15	8 17 13
Obtain serviceable replacement	0-6 7-12 13+	10 9 9	50 88 33	4 16 33	25 75 52	10 6 33	10 16 6
Troubleshoot	0-6 7-12 13+	4 7 7	54 85 28	4 13 19	24 96 43	13 6 0	8 17 13
Remove	0-6 7-12 13+	8 10 18	50 88 33	4 25 37	25 75 52	10 6 33	10 16 6
Install	0-6 7-12 13+	6 14 21	54 85 28	13 18 27	24 96 44	38 18 38	8 17 13
180. ALTITUDE							
Adjust	0-6 7-12 13+	2 7 9	50 88 33	8 19 25	25 75 52	0 0 17	10 16 6
Obtain serviceable replacement	0-6 7-12 13+	2 8 7	54 86 29	4 11 18	24 97 45	13 0 15	8 17 13
Troubleshoot	0-6 7-12 13+	2 5 9	50 88 33	8 12 17	25 75 52	0 0 0	10 16 6
Remove	0-6 7-12 13+	4 11 4	54 84 28	8 14 20	24 96 44	25 12 31	8 17 13
Install	0-6 7-12 13+	8 15 15	50 88 33	4 15 31	25 75 52	10 19 17	10 16 6

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel			
		Shop Mechanics		Crew Chiefs		Shop Mechanics			
		Percent Performing or Assisting	Number of 67H20s Reporting	Percent Performing or Assisting	Number of 67H20s Reporting	Percent Performing or Assisting	Number of 67H20s Reporting		
181. OXNI INDICATOR Obtain serviceable replacement	0-6	2	54	0	24	0	8		
	7-12	3	87	3	96	6	17		
	13+	0	29	2	45	0	13		
	Remove	0-6	2	50	4	25	0	10	
		7-12	0	88	4	75	0	16	
		13+	6	33	10	52	0	6	
	Install	0-6	2	54	0	24	13	8	
		7-12	3	86	3	97	12	17	
		13+	0	28	7	44	0	13	
182. RADIO MAGNETIC COMPASS INDICATOR Obtain serviceable replacement	0-6	2	50	4	25	0	10		
	7-12	2	88	8	75	0	16		
	13+	3	33	14	51	0	6		
	Remove	0-6	2	54	0	24	13	8	
		7-12	3	87	7	97	12	17	
		13+	0	29	9	45	8	13	
	Install	0-6	4	50	4	25	10	10	
		7-12	2	88	9	74	0	16	
		13+	6	32	16	50	0	6	
	183. STANDBY COMPASS Service by addition of fluid	0-6	2	53	0	24	0	8	
		7-12	2	87	2	96	0	17	
		13+	0	29	2	45	0	13	
		Compensate	0-6	4	50	4	25	0	10
			7-12	3	88	5	75	0	15
			13+	6	33	17	52	0	6
		Obtain serviceable replacement	0-6	4	54	0	24	0	8
			7-12	3	86	4	97	0	16
			13+	0	28	2	44	8	13
Remove		0-6	6	50	1	25	0	10	
		7-12	5	88	7	74	13	16	
		13+	9	33	18	51	0	6	
Install		0-6	4	54	0	24	25	8	
		7-12	6	86	6	96	0	16	
		13+	0	28	7	44	8	13	
184. CLOCK Adjust		0-6	4	50	20	25	0	10	
		7-12	9	86	31	72	0	14	
		13+	15	33	39	51	33	6	
	Obtain serviceable replacement	0-6	2	51	22	23	0	8	
		7-12	11	87	21	91	13	16	
		13+	7	28	15	44	8	13	
	Remove	0-6	20	51	29	24	30	10	
		7-12	20	88	60	75	44	16	
		13+	42	33	57	51	67	6	
	Install	0-6	11	54	16	24	13	8	
		7-12	22	86	53	94	35	17	
		13+	15	26	72	46	38	13	
	185. GAS PRODUCER (N <sub>1</sub> ) TACHOMETER Test	0-6	4	49	4	25	0	10	
		7-12	5	87	7	75	0	16	
		13+	9	33	13	52	0	6	
		Obtain serviceable replacement	0-6	7	54	0	24	25	8
			7-12	9	87	13	96	6	17
			13+	10	29	16	45	0	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>185. GAS PRODUCER (N1) TACHOMETER (Cont.)</b>							
Troubleshoot	0-6	6	49	8	25	0	10
	7-12	8	87	12	75	0	16
	13+	18	33	19	52	0	6
Remove	0-6	11	54	0	24	38	8
	7-12	14	86	14	97	12	17
	13+	11	28	18	45	8	13
Install	0-6	12	51	12	25	20	10
	7-12	15	88	20	75	13	16
	13+	18	33	19	52	0	6
<b>186. DUAL TACHOMETER</b>							
Obtain serviceable replacement	0-6	4	54	4	24	0	8
	7-12	10	87	17	95	6	17
	13+	21	29	27	45	0	13
Troubleshoot	0-6	6	50	12	25	10	10
	7-12	7	88	11	75	0	16
	13+	18	33	21	52	0	6
Remove	0-6	6	54	4	24	13	8
	7-12	15	86	23	95	18	17
	13+	19	27	31	45	8	13
Install	0-6	12	51	12	25	10	10
	7-12	14	88	16	75	25	16
	13+	30	33	23	52	0	6
<b>187. TORQUE METER INDICATOR</b>							
Obtain serviceable replacement	0-6	11	54	4	24	25	8
	7-12	11	87	11	96	12	17
	13+	14	29	15	46	0	13
Troubleshoot	0-6	6	50	8	25	0	10
	7-12	10	88	12	75	0	16
	13+	15	33	15	52	17	6
Remove	0-6	11	54	13	24	38	8
	7-12	17	86	12	97	18	17
	13+	18	28	16	45	15	13
Install	0-6	10	51	8	25	0	10
	7-12	14	88	23	75	0	16
	13+	30	33	23	52	0	6
<b>188. GENERATOR LOADMETER</b>							
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	3	87	6	95	6	17
	13+	3	29	9	46	0	13
Troubleshoot	0-6	2	50	12	25	0	10
	7-12	7	88	11	75	0	16
	13+	12	33	15	52	0	6
Remove	0-6	2	54	0	24	13	8
	7-12	5	86	8	96	12	17
	13+	7	28	9	45	8	13
Install	0-6	0	50	4	25	0	10
	7-12	9	88	7	75	0	16
	13+	15	33	12	52	0	6
<b>189. DC VOLTMETER</b>							
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	5	87	7	96	0	17
	13+	0	29	4	46	0	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
189. DC VOLTMETER (Cont.) Troubleshoot	0-6	4	50	12	25	0	10
	7-12	8	88	12	75	0	16
	13+	12	33	15	52	0	6
	Remove	0-6	2	0	24	25	8
	7-12	7	86	10	97	0	17
	13+	4	28	4	45	15	13
	Install	0-6	2	4	25	10	10
	7-12	10	88	7	75	6	16
	13+	15	33	15	52	0	6
190. AC VOLTMETER Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	3	87	5	95	0	17
	13+	0	29	4	46	0	12
	Troubleshoot	0-6	4	12	25	0	10
	7-12	7	87	11	75	0	16
	13+	9	33	15	52	0	6
	Remove	0-6	2	0	24	25	8
	7-12	6	86	7	96	0	17
	13+	4	28	4	45	15	13
	Install	0-6	4	4	25	10	10
	7-12	7	87	8	75	6	16
	13+	12	33	12	51	0	6
191. TRANSMISSION & ENGINE OIL PRESSURE INDICATORS Obtain serviceable replacement	0-6	7	54	8	24	13	8
	7-12	17	87	14	96	12	17
	13+	28	29	22	46	8	13
	Troubleshoot	0-6	8	12	25	0	10
	7-12	14	87	14	74	6	16
	13+	18	33	27	52	0	6
	Remove	0-6	13	13	24	25	8
	7-12	28	86	19	97	18	17
	13+	36	28	24	45	15	13
	Install	0-6	6	4	25	0	10
	7-12	18	87	21	75	13	16
	13+	33	33	31	52	17	6
192. TRANSMISSION & ENGINE OIL TEMPERATURE INDICATORS Obtain serviceable replacement	0-6	4	54	4	24	13	8
	7-12	12	86	14	96	6	17
	13+	24	29	7	46	15	13
	Remove	0-6	8	4	25	10	10
	7-12	14	88	12	74	0	15
	13+	23	31	31	52	17	6
	Install	0-6	9	4	24	13	8
	7-12	20	86	15	97	18	17
	13+	25	28	11	45	23	13
193. EXHAUST TEMPERATURE INDICATOR Test	0-6	6	50	4	25	0	10
	7-12	6	88	7	74	6	16
	13+	15	33	19	52	0	6
	Obtain serviceable replacement	0-6	11	0	24	25	8
	7-12	11	85	13	96	6	17
	13+	17	29	17	46	8	13
	Troubleshoot	0-6	8	8	25	0	10
	7-12	8	87	13	75	19	16
	13+	15	33	21	52	17	6

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
193. EXHAUST TEMPERATURE INDICATOR (Cont.)							
Remove	0-6	13	54	0	24	50	8
	7-12	17	86	13	96	18	17
	13+	18	28	18	45	15	13
Install	0-6	10	50	4	25	10	10
	7-12	16	88	19	75	38	16
	13+	33	33	25	52	0	6
194. FUEL PRESSURE INDICATOR							
Test	0-6	11	54	4	24	13	8
	7-12	10	87	12	97	6	17
	13+	7	29	18	45	8	13
Obtain serviceable replacement	0-6	6	50	8	25	0	10
	7-12	15	88	15	75	6	16
	13+	12	33	16	51	17	6
Troubleshoot	0-6	11	54	0	24	0	8
	7-12	9	86	9	96	0	17
	13+	11	28	11	45	0	13
Remove	0-6	6	50	4	25	10	10
	7-12	17	88	16	75	31	16
	13+	21	33	19	52	17	6
Install	0-6	9	53	0	24	25	8
	7-12	19	86	15	96	6	17
	13+	18	28	18	44	15	13
195. FUEL QUANTITY INDICATOR							
Test	0-6	8	50	24	25	10	10
	7-12	13	87	17	75	0	16
	13+	18	33	33	52	33	6
Obtain serviceable replacement	0-6	7	52	0	24	25	8
	7-12	10	87	10	97	12	17
	13+	21	29	17	46	8	13
Troubleshoot	0-6	6	50	12	25	10	10
	7-12	10	88	12	75	0	16
	13+	15	33	21	52	0	5
Remove	0-6	13	53	8	24	38	8
	7-12	15	86	16	96	18	17
	13+	25	28	20	45	15	13
Install	0-6	8	50	16	25	10	10
	7-12	17	87	13	75	25	16
	13+	25	32	25	52	33	6
196. PITOT TUBE							
Obtain serviceable replacement	0-6	19	54	8	24	13	8
	7-12	16	87	14	96	6	17
	13+	10	29	17	46	8	12
Remove	0-6	22	51	16	25	0	10
	7-12	33	88	24	75	44	16
	13+	36	33	23	52	17	6
Install	0-6	20	54	13	24	25	8
	7-12	19	86	16	97	18	17
	13+	21	28	24	46	23	13
197. PITOT STATIC SYSTEM							
Purge	0-6	6	50	4	25	0	10
	7-12	6	88	11	75	0	16
	13+	18	33	16	51	0	6
Troubleshoot	0-6	7	54	13	24	0	8
	7-12	7	87	21	97	12	17
	13+	3	29	22	46	8	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
198. HEATER CONTROL PANEL Disassemble	0-6	2	50	4	25	0	10
	7-12	2	88	1	75	0	16
	13+	0	33	8	51	0	6
	Repair						
	0-6	2	54	0	24	0	8
	7-12	2	87	4	96	0	17
	13+	3	29	2	46	0	13
	Assemble						
	0-6	2	50	4	25	0	10
	7-12	1	86	1	75	0	16
	13+	3	33	8	50	0	6
	Obtain serviceable replacement						
	0-6	2	54	0	24	0	8
	7-12	2	86	3	96	0	17
	13+	3	29	2	45	0	13
	Troubleshoot						
	0-6	0	50	4	25	0	10
	7-12	1	87	1	75	0	16
	13+	3	33	6	50	0	6
	Remove						
	0-6	4	54	0	24	13	8
	7-12	3	86	4	97	0	17
	13+	4	28	2	45	8	13
	Install						
	0-6	2	50	4	35	0	10
	7-12	1	87	1	75	0	16
	13+	6	32	8	50	17	6
199. HEATING & BLEED AIR SEPARATOR VALVE CONTROL Disassemble	0-6	2	54	4	24	0	8
	7-12	3	87	3	96	0	17
	13+	3	29	2	46	0	13
	Repair						
	0-6	2	50	4	25	0	10
	7-12	1	88	1	75	0	16
	13+	0	33	4	51	0	6
	Assemble						
	0-6	2	54	8	24	0	8
	7-12	1	86	3	95	0	17
	13+	4	28	2	45	0	13
	Adjust						
	0-6	2	50	4	25	0	10
	7-12	2	87	1	75	0	16
	13+	0	33	6	51	0	6
	Obtain serviceable replacement						
	0-6	2	54	8	24	0	8
	7-12	1	86	3	95	0	17
	13+	4	28	2	45	8	13
	Troubleshoot						
	0-6	2	50	4	25	0	10
	7-12	2	88	1	75	0	16
	13+	6	33	4	51	0	6
	Remove						
	0-6	4	54	8	24	0	8
	7-12	2	86	3	95	0	17
	13+	7	28	2	45	8	13
200. CABIN FLOOR REGISTERS AND DUCTS Obtain serviceable replacement	0-6	2	50	4	25	0	10
	7-12	3	88	1	75	0	16
	13+	6	33	4	51	0	6
	Repair						
	0-6	4	50	8	25	0	10
	7-12	3	88	7	74	0	16
	13+	9	33	10	51	0	6
	Remove						
	0-6	7	54	8	24	13	8
	7-12	10	86	12	95	6	17
	13+	7	28	16	45	8	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
200. CABIN FLOOR REGISTERS AND DUCTS (Cont.) Install	0-6	8	50	12	25	15	10
	7-12	10	87	7	74	13	16
	13+	9	33	12	51	0	6
201. CABIN AIR VALVES Obtain serviceable replacement	0-6	2	54	4	24	13	8
	7-12	3	87	4	95	6	17
	13+	3	29	4	46	0	13
Remove	0-6	4	50	4	25	10	10
	7-12	2	88	8	75	0	16
	13+	6	33	8	50	17	6
Install	0-6	2	54	4	24	13	8
	7-12	3	86	8	96	0	16
	13+	4	28	9	45	0	13
202. HOT AIR MIXING VALVE Disassemble	0-6	2	50	4	25	0	10
	7-12	0	88	4	74	0	16
	13+	0	33	4	51	0	6
Assemble	0-6	4	54	0	24	13	8
	7-12	1	87	2	95	0	17
	13+	3	29	2	45	0	13
Obtain serviceable replacement	0-6	2	50	4	25	0	10
	7-12	1	88	4	74	0	16
	13+	0	33	4	51	0	6
Remove	0-6	4	54	0	24	25	8
	7-12	1	86	1	95	0	17
	13+	4	28	2	44	0	13
Install	0-6	2	50	4	25	0	10
	7-12	1	87	4	74	0	16
	13+	3	33	4	51	0	6
203. NOISE SUPPRESSORS Repair	0-6	4	54	0	24	0	8
	7-12	1	87	3	95	0	17
	13+	0	28	2	45	15	13
Obtain serviceable replacement	0-6	4	50	4	25	0	10
	7-12	5	88	4	74	6	16
	13+	0	33	4	51	0	6
Remove	0-6	4	54	0	24	0	8
	7-12	3	86	4	95	6	17
	13+	0	27	2	44	8	13
Install	0-6	4	50	4	25	0	10
	7-12	6	88	5	75	6	16
	13+	3	33	8	51	0	0
204. HEATER BLEED AIR SELECTOR VALVE Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	87	1	95	0	16
	13+	3	29	2	45	0	13
Troubleshoot	0-6	0	50	4	25	0	10
	7-12	3	88	3	75	0	16
	13+	3	33	2	51	0	6
Remove	0-6	2	54	0	24	13	8
	7-12	2	86	1	96	0	16
	13+	7	28	2	44	0	13
Install	0-6	0	50	4	25	0	10
	7-12	3	88	1	74	0	16
	13+	6	33	2	51	0	6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
205. FOUR WAY CONTROL VALVE SOLENOID							
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	87	4	96	0	17
	13+	4	28	2	45	0	13
Troubleshoot	0-6	0	50	4	25	0	10
	7-12	5	88	1	75	0	16
	13+	3	33	2	51	0	6
Remove	0-6	2	54	0	24	13	8
	7-12	2	86	3	95	0	17
	13+	7	27	2	44	8	13
Install	0-6	0	50	4	25	0	10
	7-12	5	88	3	75	0	16
	13+	9	33	2	51	0	6
206. BLEED AIR FOUR WAY CONTROL VALVE							
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	87	3	95	0	17
	13+	4	28	2	45	0	13
Troubleshoot	0-6	0	50	4	25	0	10
	7-12	3	88	3	75	0	16
	13+	6	33	2	51	0	6
Remove	0-6	4	54	0	24	0	8
	7-12	2	86	4	96	0	17
	13+	7	27	2	44	0	13
Install	0-6	0	50	4	25	0	10
	7-12	3	88	3	75	0	16
	13+	9	33	2	51	0	6
207. DEFROSTER CONTROL VALVE							
Obtain serviceable replacement	0-6	4	54	0	24	0	8
	7-12	2	87	1	95	0	17
	13+	0	29	2	45	0	13
Remove	0-6	0	50	0	25	0	10
	7-12	3	88	1	75	0	16
	13+	6	33	4	51	0	6
Install	0-6	2	54	0	24	0	8
	7-12	2	86	2	96	0	17
	13+	4	28	2	44	0	13
208. DEFROSTER NOZZLES							
Repair	0-6	0	50	0	25	0	10
	7-12	1	86	1	75	0	16
	13+	3	33	2	51	0	6
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	87	2	95	0	17
	13+	0	29	4	45	0	13
Remove	0-6	0	50	0	25	0	10
	7-12	5	88	1	75	0	16
	13+	6	33	2	50	0	6
Install	0-6	2	54	0	24	13	8
	7-12	2	86	2	96	6	17
	13+	0	27	7	44	0	13
209. FOOT WARMER CONTROL							
Repair	0-6	0	50	0	25	0	10
	7-12	2	88	1	75	0	16
	13+	3	33	4	51	0	6
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	87	2	96	0	17
	13+	0	29	0	45	0	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
209. FOOT WARMER CONTROL (Cont.)							
Remove	0-6	0	50	0	25	0	10
	7-12	3	88	3	75	0	16
	13+	6	33	4	50	0	6
Install	0-6	2	54	0	24	0	8
	7-12	2	86	2	95	0	17
	13+	0	28	0	44	0	13
210. FOOT WARMER VALVE Rig	0-6	0	50	0	25	0	10
	7-12	2	88	1	74	0	16
	13+	3	33	4	51	0	6
Obtain serviceable replacement	0-6	2	53	0	24	0	7
	7-12	1	87	2	95	0	17
	13+	0	29	0	44	0	13
Remove	0-6	0	50	0	25	0	10
	7-12	2	88	1	74	0	16
	13+	6	33	4	50	0	6
Install	0-6	2	53	0	24	0	7
	7-12	1	86	2	94	0	17
	13+	0	28	0	43	0	13
211. FIRE DETECTOR SYSTEM Disassemble	0-6	18	49	12	25	0	10
	7-12	15	88	16	74	19	16
	13+	27	33	29	51	0	6
Repair	0-6	13	54	0	24	25	8
	7-12	10	87	13	93	0	17
	13+	14	28	20	44	0	13
Assemble	0-6	21	48	16	25	0	10
	7-12	16	88	15	74	19	16
	13+	27	33	31	51	0	6
Test	0-6	15	54	21	24	25	8
	7-12	15	86	41	95	12	17
	13+	22	27	50	44	15	13
Obtain serviceable replacement	0-6	12	49	0	24	10	10
	7-12	13	88	18	74	6	16
	13+	25	32	22	51	17	6
Troubleshoot	0-6	11	54	0	24	25	8
	7-12	10	86	27	93	6	17
	13+	15	27	30	44	23	13
Remove	0-6	22	51	16	25	10	10
	7-12	26	88	27	75	25	16
	13+	41	32	29	51	50	6
Install	0-6	22	54	4	24	38	8
	7-12	24	84	17	93	31	16
	13+	15	27	23	43	38	13
212. WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLIES Obtain serviceable replacement	0-6	12	50	12	25	0	10
	7-12	20	87	21	75	6	16
	13+	16	32	27	51	33	6
Troubleshoot	0-6	6	52	17	23	25	8
	7-12	9	87	18	95	6	17
	13+	18	28	22	46	8	13
Remove	0-6	20	50	20	25	0	10
	7-12	31	87	28	75	31	16
	13+	24	33	31	51	20	6
Install	0-6	17	54	21	24	38	8
	7-12	16	86	29	94	18	17
	13+	33	27	29	45	31	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
213. WINDSHIELD WIPER BLADE AND ARM ASSEMBLIES Repair	0-6	14	50	14	25	0	10
	7-12	27	86	27	75	13	16
	13+	15	33	33	51	17	6
	Adjust	0-6	20	21	24	38	8
	7-12	26	87	37	95	25	16
	13+	29	28	46	46	46	13
	Obtain serviceable replacement	0-6	12	8	25	0	10
	7-12	30	86	28	75	6	16
	13+	25	32	41	51	50	6
	Remove	0-6	30	17	24	50	8
	7-12	41	86	36	94	41	17
	13+	22	27	44	45	38	13
	Install	0-6	22	16	25	10	10
	7-12	37	87	39	75	38	16
	13+	31	32	49	51	50	6
214. AIR SCOOP ASSEMBLIES Repair	0-6	4	54	0	24	0	8
	7-12	3	87	7	97	0	17
	13+	4	28	4	46	8	13
	Obtain serviceable replacement	0-6	2	4	25	0	10
	7-12	5	87	5	75	0	16
	13+	9	33	4	50	13	6
	Remove	0-6	6	0	24	13	8
	7-12	3	86	7	96	0	17
	13+	4	27	7	45	8	13
	Install	0-6	2	4	25	20	10
	7-12	5	87	7	75	0	16
	13+	9	33	4	50	17	6
215. AIR SCOOP PAN DRAIN TUBES Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	3	87	2	96	0	17
	13+	0	27	2	46	8	13
	Remove	0-6	2	4	25	0	10
	7-12	5	87	3	75	0	16
	13+	13	32	4	51	0	6
	Install	0-6	2	0	24	0	8
	7-12	3	86	5	97	0	17
	13+	0	27	2	45	8	13
216. AUXILIARY FUEL SYSTEM Disassemble	0-6	6	50	4	25	0	10
	7-12	6	86	3	75	6	16
	13+	6	33	2	51	0	6
	Repair	0-6	6	8	24	13	8
	7-12	7	87	6	96	6	17
	13+	0	29	2	46	0	13
	Assemble	0-6	6	4	25	0	6
	7-12	6	86	3	75	6	16
	13+	6	33	2	51	0	6
	Service	0-6	6	0	24	25	8
	7-12	8	85	4	96	6	17
	13+	0	28	2	45	8	13
	Obtain serviceable replacement	0-6	6	4	25	10	10
	7-12	6	86	3	75	0	16
	13+	9	33	4	51	0	6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
216. AUXILIARY FUEL SYSTEM (Cont.) Troubleshoot	0-6	4	54	0	24	25	8
	7-12	8	86	9	97	6	17
	13+	0	28	4	45	8	13
	Remove	0-6	8	4	25	10	10
	7-12	13	87	7	75	6	16
	13+	13	52	4	51	0	6
	Install	0-6	7	8	24	25	8
	7-12	10	86	6	96	6	17
	13+	0	28	7	45	8	13
217. UNIVERSAL PYLON Disassemble	0-6	4	50	0	25	0	10
	7-12	6	86	7	75	6	16
	13+	12	33	8	51	0	6
	Repair	0-6	2	4	24	0	8
	7-12	6	87	6	96	6	17
	13+	0	27	13	46	0	13
	Assemble	0-6	4	0	25	0	10
	7-12	6	86	8	75	0	16
	13+	12	33	12	51	0	6
	Adjust	0-6	2	4	24	0	8
	7-12	6	86	8	96	6	17
	13+	0	26	16	45	0	13
		$\frac{A}{4}$ $\frac{B}{3}$	$\frac{A}{54}$ $\frac{B}{50}$	$\frac{A}{4}$ $\frac{B}{0}$	$\frac{A}{24}$ $\frac{B}{25}$	$\frac{A}{0}$ $\frac{B}{0}$	$\frac{A}{8}$ $\frac{B}{10}$
	*Obtain serviceable replacement	0-6	4	4	25	0	10
	7-12	6	86	7	97	6	17
	13+	7	27	9	44	0	13
	Remove	0-6	4	8	24	0	8
	7-12	12	86	16	96	6	17
	13+	11	27	16	45	5	13
	Install	0-6	6	0	25	0	10
	7-12	13	87	12	75	0	16
	13+	19	32	22	51	17	6
218. MASTER CAUTION PANEL Repair	0-6	6	53	0	23	0	8
	7-12	3	87	14	96	0	17
	13+	10	29	18	45	0	13
	Obtain serviceable replacement	0-6	4	4	25	10	10
	7-12	12	86	15	74	13	16
	13+	6	33	20	50	33	6
	Test	0-6	13	33	24	38	8
	7-12	16	86	46	96	12	17
	13+	14	28	42	45	8	13
	Troubleshoot	0-6	6	49	20	10	10
	7-12	13	87	19	74	0	15
	13+	12	33	20	50	50	6
	Remove	0-6	9	13	24	25	8
	7-12	12	86	18	96	6	17
	13+	18	28	37	43	8	13
	Install	0-6	6	8	25	20	10
	7-12	14	86	18	74	27	15
	13+	9	33	20	50	33	6
219. BATTERY Disassemble	0-6	11	53	5	22	13	8
	7-12	10	77	9	93	19	16
	13+	8	26	12	43	8	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel		
		Shop Mechanics		Crew Chiefs		Shop Mechanics		
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	
219. BATTERY (Cont.)	Repair	0-6	4	48	4	25	0	10
		7-12	8	86	11	74	0	16
		13+	12	33	8	50	0	6
	Assemble	0-6	11	53	5	22	13	8
		7-12	8	76	11	94	20	15
		13+	8	26	12	43	8	13
	Service	0-6	15	48	16	25	10	10
		7-12	22	87	35	74	6	16
		13+	36	33	43	51	33	6
	Obtain serviceable replacement	0-6	30	53	14	22	25	8
		7-12	29	78	37	95	25	16
		13+	35	26	43	44	31	13
	Troubleshoot	0-6	6	48	20	25	0	10
		7-12	14	87	22	74	6	16
		13+	31	32	33	49	0	6
	Remove	0-6	80	54	74	23	88	8
		7-12	91	78	83	96	71	17
		13+	86	28	85	47	100	12
	Install	0-6	74	50	76	25	50	10
		7-12	90	86	88	75	100	15
		13+	91	32	86	50	100	6
220. BATTERY SUMP JAR	Service	0-6	6	54	4	23	13	8
		7-12	6	86	8	95	6	17
		13+	7	29	13	46	8	13
	Obtain serviceable replacement	0-6	2	50	4	25	0	10
		7-12	6	87	5	75	0	16
		13+	3	33	4	50	17	6
	Remove	0-6	9	54	0	23	13	8
		7-12	6	85	7	96	12	17
		13+	4	28	13	45	8	13
	Install	0-6	10	51	8	25	0	10
		7-12	9	87	5	75	6	16
		13+	6	33	4	50	0	6
221. RELAYS	Obtain serviceable replacement	0-6	2	54	0	24	0	8
		7-12	7	87	3	95	6	17
		13+	10	29	13	46	0	13
	Troubleshoot	0-6	0	50	4	25	0	10
		7-12	3	86	8	75	0	16
		13+	12	33	12	51	0	6
	Remove	0-6	6	54	0	24	13	8
		7-12	8	86	5	96	12	17
		13+	14	28	16	45	0	13
	Install	0-6	2	50	4	25	0	10
		7-12	7	87	9	75	6	16
		13+	21	33	12	51	0	6
222. MAIN GENERATOR	Repair	0-6	6	54	0	24	0	8
		7-12	3	86	6	96	6	17
		13+	0	28	7	46	0	12
	Obtain serviceable replacement	0-6	16	49	4	25	10	10
		7-12	19	85	11	75	6	16
		13+	27	33	14	51	50	6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
222. MAIN GENERATOR (Cont.)							
Troubleshoot	0-6	6	54	0	24	0	8
	7-12	10	86	17	96	12	17
	13+	15	27	16	44	17	12
Remove	0-6	28	50	8	25	40	10
	7-12	47	87	25	75	73	15
	13+	44	32	29	51	83	6
Install	0-6	24	54	8	24	50	8
	7-12	52	86	32	97	71	17
	13+	36	28	35	46	67	12
223. STANDBY GENERATOR							
Repair	0-6	4	50	4	25	0	10
	7-12	2	86	5	75	0	16
	13+	9	33	6	50	0	6
Obtain serviceable replacement	0-6	4	54	0	23	13	8
	7-12	7	87	13	96	12	17
	13+	10	29	13	46	0	13
Troubleshoot	0-6	4	50	8	25	0	10
	7-12	9	86	8	15	0	16
	13+	15	33	18	50	0	6
Remove	0-6	6	54	0	23	25	8
	7-12	21	86	18	97	18	17
	13+	18	28	24	45	15	13
Install	0-6	12	50	8	25	10	10
	7-12	21	87	17	75	25	16
	13+	34	32	22	50	17	6
224. VOLTAGE REGULATOR							
Adjust	0-6	7	54	13	24	25	8
	7-12	20	87	28	97	24	17
	13+	24	29	38	47	0	13
Obtain serviceable replacement	0-6	4	50	12	25	0	10
	7-12	11	87	14	73	0	16
	13+	9	33	22	51	0	6
Troubleshoot	0-6	6	54	8	24	25	8
	7-12	10	86	18	96	6	17
	13+	18	28	23	47	0	13
Remove	0-6	12	50	20	25	0	10
	7-12	22	87	27	75	13	16
	13+	18	33	29	51	17	6
Install	0-6	11	54	17	24	50	8
	7-12	21	86	19	96	18	17
	13+	18	28	26	47	23	13
225. REVERSE CURRENT RELAY							
Obtain serviceable replacement	0-6	4	50	4	25	0	10
	7-12	2	87	8	75	0	16
	13+	3	33	8	51	0	6
Troubleshoot	0-6	4	54	0	24	0	8
	7-12	8	86	8	97	6	17
	13+	14	29	9	46	0	13
Remove	0-6	6	50	4	25	0	10
	7-12	5	88	9	75	0	16
	13+	6	33	8	51	0	6
Install	0-6	6	54	0	24	0	8
	7-12	8	85	5	96	6	17
	13+	18	28	7	45	0	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel		
		Shop Mechanics		Crew Chiefs		Shop Mechanics		
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	
226. GENERATOR FIELD CONTROL RELAY Obtain serviceable replacement	0-6	2	50	4	25	0	10	
	7-12	6	88	4	75	0	16	
	13+	6	33	10	51	0	6	
	Troubleshoot	0-6	2	54	0	24	0	8
	7-12	3	87	6	97	6	17	
	13+	3	29	11	46	0	13	
	Remove	0-6	2	50	4	25	0	10
	7-12	6	88	4	75	0	16	
	13+	9	33	10	51	0	6	
	Install	0-6	2	54	0	24	0	8
	7-12	5	86	7	96	6	17	
	13+	7	28	9	45	0	13	
227. BUS CONTROL RELAY Obtain serviceable replacement	0-6	2	50	4	25	0	10	
	7-12	1	88	4	75	0	16	
	13+	3	33	4	51	0	6	
	Troubleshoot	0-6	4	54	0	24	0	8
	7-12	5	87	5	97	0	17	
	13+	3	29	9	46	0	13	
	Remove	0-6	2	50	4	25	0	10
	7-12	2	88	4	75	0	16	
	13+	6	33	6	51	0	6	
	Install	0-6	4	54	0	24	0	8
	7-12	3	86	4	96	0	17	
	13+	4	28	7	45	0	13	
228. OVERVOLTAGE RELAY Obtain serviceable replacement	0-6	2	50	4	25	0	10	
	7-12	6	88	4	75	0	16	
	13+	6	33	8	51	0	6	
	Troubleshoot	0-6	4	54	4	24	0	8
	7-12	2	87	7	96	0	17	
	13+	7	29	4	46	0	13	
	Remove	0-6	2	50	4	25	0	10
	7-12	5	88	4	75	7	15	
	13+	9	33	8	51	0	6	
	Install	0-6	2	54	0	24	13	8
	7-12	3	86	3	94	0	17	
	13+	7	28	2	45	0	13	
229. TRANSMISSION SIGHT GAUGE LIGHT Repair	0-6	6	50	8	25	0	10	
	7-12	9	87	20	75	13	16	
	13+	21	33	16	51	17	6	
	Obtain serviceable replacement	0-6	6	54	17	24	0	8
	7-12	15	87	17	96	0	17	
	13+	14	28	17	46	23	13	
	Troubleshoot	0-6	6	50	8	25	0	10
	7-12	7	87	13	75	0	16	
	13+	21	33	8	51	0	6	
	Remove	0-6	6	53	21	24	0	8
	7-12	14	86	19	94	0	17	
	13+	19	27	22	46	23	13	
	Install	0-6	6	50	24	25	10	10
	7-12	15	88	25	75	6	16	
	13+	25	32	22	51	0	5	

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
230. INTERIOR LIGHTS							
Repair	0-6	7	54	22	23	25	8
	7-12	8	87	26	94	6	17
	13+	14	29	37	46	8	13
Obtain serviceable replacement	0-6	6	50	20	25	0	10
	7-12	10	88	40	75	0	16
	13+	18	33	39	51	17	6
Troubleshoot	0-6	6	54	17	23	25	8
	7-12	5	85	20	95	12	17
	13+	11	28	24	45	8	13
Remove	0-6	10	51	24	25	10	10
	7-12	10	88	39	75	0	16
	13+	21	33	37	51	17	6
Install	0-6	9	54	29	24	38	8
	7-12	15	86	37	94	6	17
	13+	18	28	51	45	15	13
231. NAVIGATION LIGHTS							
Repair	0-6	6	50	32	25	0	10
	7-12	15	87	44	73	6	16
	13+	21	33	49	51	17	6
Obtain serviceable replacement	0-6	11	54	36	22	25	8
	7-12	20	87	61	95	6	17
	13+	24	29	67	45	31	13
Troubleshoot	0-6	2	50	20	25	10	10
	7-12	10	88	41	74	6	16
	13+	21	33	40	50	17	6
Remove	0-6	17	54	45	22	50	8
	7-12	23	86	71	96	18	17
	13+	29	28	69	45	46	13
Install	0-6	10	50	52	25	20	10
	7-12	22	88	65	75	19	16
	13+	39	33	65	51	33	6
232. NAVIGATION LIGHT FLASHLR							
*Obtain serviceable replacement	0-6	$\frac{A}{1}$ $\frac{B}{0}$	$\frac{A}{51}$ $\frac{B}{50}$	$\frac{A}{18}$ $\frac{B}{8}$	$\frac{A}{22}$ $\frac{B}{25}$	$\frac{A}{13}$ $\frac{B}{0}$	$\frac{A}{8}$ $\frac{B}{10}$
	7-12	14 9	86 88	26 28	93 73	0 0	17 16
	13+	0 21	29 33	25 33	44 51	8 33	13 6
Troubleshoot	0-6	0	50	8	25	0	10
	7-12	9	88	29	73	0	16
	13+	18	33	25	51	17	6
Remove	0-6	7	54	22	23	25	8
	7-12	19	86	28	94	12	17
	13+	18	28	33	45	15	13
Install	0-6	0	50	8	25	0	10
	7-12	15	88	35	74	6	16
	13+	27	33	35	51	33	6
233. ANTI-COLLISION LIGHT							
*Disassemble	0-6	$\frac{A}{13}$ $\frac{B}{12}$	$\frac{A}{54}$ $\frac{B}{50}$	$\frac{A}{33}$ $\frac{B}{12}$	$\frac{A}{24}$ $\frac{B}{25}$	$\frac{A}{25}$ $\frac{B}{0}$	$\frac{A}{8}$ $\frac{B}{10}$
	7-12	14 18	87 87	55 45	96 75	12 13	17 16
	13+	25 39	28 33	57 62	46 50	15 0	13 6
Repair	0-6	12	50	12	25	0	10
	7-12	18	87	50	74	13	16
	13+	39	33	49	51	17	6
Assemble	0-6	13	54	33	24	25	8
	7-12	17	86	57	95	12	17
	13+	26	27	57	46	15	13

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				OS and GS Personnel		
		Shop Mechanics		Crew Chiefs		Shop Mechanics		
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	
233. ANTI-COLLISION LIGHT (Cont.)	Obtain serviceable replacement	0-6	6	48	16	25	0	10
		7-12	21	87	60	75	25	16
		13+	45	33	71	51	33	6
	Troubleshoot	0-6	11	54	26	23	25	8
		7-12	9	86	51	94	6	17
		13+	36	28	60	45	15	13
	Remove	0-6	18	49	28	25	10	10
		7-12	27	86	76	74	56	16
		13+	55	33	80	51	33	6
	Install	0-6	20	54	50	24	38	8
		7-12	33	86	75	95	35	17
		13+	46	28	74	47	38	13
234. LANDING LIGHT ASSEMBLY	Disassemble	0-6	6	50	8	25	0	10
		7-12	8	88	21	75	0	16
		13+	21	33	32	50	17	6
	Repair	0-6	4	54	8	24	13	8
		7-12	7	87	21	96	18	17
		13+	14	29	24	46	0	13
	Assemble	0-6	6	50	8	25	0	10
		7-12	9	88	21	75	0	16
		13+	21	33	31	49	17	6
	Adjust	0-6	7	54	4	24	0	8
		7-12	7	86	14	95	6	17
		13+	14	28	18	45	15	13
	Obtain serviceable replacement	0-6	8	50	16	25	20	10
		7-12	14	88	35	75	6	16
		13+	27	33	47	51	0	6
	Troubleshoot	0-6	7	54	13	24	0	8
		7-12	9	86	27	95	6	17
		13+	18	28	22	45	8	13
	Remove	0-6	14	51	24	25	20	10
		7-12	20	88	15	75	19	16
		13+	44	32	13	51	0	6
	Install	0-6	7	54	25	24	25	8
		7-12	20	86	41	95	18	17
		13+	46	28	42	45	15	13
235. SEARCH LIGHT ASSEMBLY	Disassemble	0-6	6	50	12	25	0	10
		7-12	8	88	24	75	0	16
		13+	18	33	32	50	17	6
	Repair	0-6	4	54	4	24	13	8
		7-12	6	87	18	96	0	17
		13+	10	29	17	46	0	13
	Assemble	0-6	6	50	12	25	0	10
		7-12	8	88	24	75	6	16
		13+	18	33	32	50	17	6
	Obtain serviceable replacement	0-6	7	54	8	24	25	8
		7-12	12	86	27	95	12	17
		13+	21	28	31	45	8	13
	Troubleshoot	0-6	4	50	16	25	0	10
		7-12	9	88	28	75	13	16
		13+	21	33	37	51	0	6
	Remove	0-6	6	54	13	24	25	8
		7-12	15	86	31	95	12	17
		13+	36	28	31	45	8	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
235. SEARCH LIGHT ASSEMBLY Install	0-6	12	51	24	25	10	10
	7-12	19	88	43	75	25	16
	13+	27	33	49	51	17	6
236. EXTERNAL POWER RECEPTACLE Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	3	87	5	96	0	17
	13+	0	29	7	46	0	13
Troubleshoot	0-6	0	50	4	25	0	10
	7-12	3	88	4	74	0	16
	13+	12	33	12	51	0	6
Remove	0-6	4	54	0	24	13	8
	7-12	5	86	3	95	0	17
	13+	0	28	4	45	0	13
Install	0-6	2	50	4	25	0	10
	7-12	5	88	4	75	0	16
	13+	15	33	4	51	17	6
237. EXTERNAL POWER DOOR LIMIT SWITCH Adjust	0-6	2	54	0	24	0	8
	7-12	2	87	4	95	0	17
	13+	0	29	4	46	0	13
Test	0-6	2	50	8	25	0	10
	7-12	5	88	7	75	6	16
	13+	21	33	4	51	0	6
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	86	3	96	0	17
	13+	0	28	2	45	0	13
Troubleshoot	0-6	0	50	4	25	0	10
	7-12	5	88	4	75	6	16
	13+	15	33	6	51	0	6
Remove	0-6	2	54	0	24	0	8
	7-12	2	86	3	95	0	17
	13+	0	28	2	45	0	13
Install	0-6	0	50	4	25	0	10
	7-12	5	88	7	75	6	16
	13+	13	32	4	51	0	6
238. FIRE WARNING LIGHT Repair	0-6	4	54	4	24	0	8
	7-12	5	87	11	95	0	17
	13+	11	28	7	46	0	13
Obtain serviceable replacement	0-6	0	50	4	25	0	10
	7-12	7	88	17	75	6	16
	13+	15	33	10	51	0	6
Troubleshoot	0-6	7	54	9	23	13	8
	7-12	7	86	18	96	0	17
	13+	11	27	11	45	0	13
Remove	0-6	4	50	8	25	0	10
	7-12	7	88	19	75	13	16
	13+	15	33	14	51	0	6
Install	0-6	4	54	0	22	25	8
	7-12	6	86	14	95	6	17
	13+	7	27	16	45	8	13

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>239. RHEOSTATS</b>							
Obtain serviceable replacement	0-6	0	50	12	25	13	10
	7-12	1	88	5	74	0	16
	13+	6	33	4	51	6	6
Troubleshoot	0-6	2	54	0	24	0	8
	7-12	2	87	6	95	0	17
	13+	7	29	7	46	0	13
Remove	0-6	2	50	4	25	0	10
	7-12	1	88	4	74	6	16
	13+	12	33	4	51	0	6
Install	0-6	4	54	4	24	0	8
	7-12	3	86	6	96	0	17
	13+	4	27	7	45	0	13
<b>240. THERMOCOUPLE LEAD SPOOL RESISTOR</b>							
Adjust	0-6	0	50	4	25	0	10
	7-12	2	88	3	75	6	16
	13+	6	33	2	51	0	6
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	87	3	95	0	17
	13+	3	29	2	46	0	13
Test	0-6	0	50	4	25	0	10
	7-12	2	88	3	75	0	16
	13+	3	33	4	51	0	6
Troubleshoot	0-6	2	54	0	24	0	8
	7-12	2	86	4	96	0	17
	13+	4	28	2	45	0	13
Remove	0-6	0	50	4	25	0	10
	7-12	2	88	3	75	6	16
	13+	3	33	2	51	0	6
Install	0-6	2	54	0	24	0	8
	7-12	2	86	3	95	0	17
	13+	4	28	2	45	0	13
<b>241. HYDRAULIC BYPASS SOLENOID VALVE</b>							
Disassemble	0-6	2	50	4	25	0	10
	7-12	11	88	4	75	0	16
	13+	37	32	2	51	0	6
Assemble	0-6	2	54	0	24	0	8
	7-12	3	86	3	95	6	16
	13+	0	29	4	46	0	13
Obtain serviceable replacement	0-6	2	50	4	25	0	10
	7-12	11	88	4	75	0	16
	13+	12	33	6	51	0	6
Troubleshoot	0-6	6	54	4	24	13	8
	7-12	3	86	7	95	0	16
	13+	7	28	9	45	8	13
Remove	0-6	4	50	4	25	10	10
	7-12	14	88	7	75	19	16
	13+	12	33	6	51	0	6
Install	0-6	11	54	0	24	0	8
	7-12	10	86	10	94	6	16
	13+	11	28	9	45	15	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel			
		Shop Mechanics		Crew Chiefs		Shop Mechanics			
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
242. RPM LIMIT WARNING SYSTEM *Adjust	0-6	A 4 B 2	A 54 B 50	A 8 B 4	A 24 B 25	A 0 B 0	A 8 B 10	A 0 B 0	A 8 B 10
	7-12	7 10	85 88	15 16	95 75	0 0	17 16	0 0	17 16
	13+	17 9	29 32	16 24	45 51	8 0	13 6	8 0	13 6
	Test								
	0-6	4	54	13	24	0	8		
	7-12	9	85	24	94	12	17		
	13+	14	28	25	44	15	13		
	Obtain serviceable replacement								
	0-6	2	50	8	25	0	10		
	7-12	8	88	12	75	0	16		
	13+	12	33	27	51	0	6		
	Troubleshoot								
	0-6	7	54	8	24	0	8		
	7-12	9	85	16	94	6	17		
	13+	18	28	18	44	8	13		
	Remove								
	0-6	2	50	8	25	0	10		
	7-12	6	88	12	75	6	16		
	13+	12	33	22	51	0	6		
	Install								
	0-6	6	54	8	24	0	8		
	7-12	8	84	15	94	6	17		
	13+	18	28	23	44	8	13		
243. INVERTERS Obtain serviceable replacement	0-6	4	50	8	25	0	10		
	7-12	14	88	15	74	0	16		
	13+	18	33	25	51	0	6		
	Troubleshoot								
	0-6	7	54	9	23	13	8		
	7-12	9	86	21	95	6	17		
	13+	10	29	24	45	0	13		
	Remove								
	0-6	8	50	12	25	10	10		
	7-12	23	88	25	75	19	16		
	13+	30	33	33	51	0	6		
	Install								
	0-6	15	54	8	24	50	8		
	7-12	22	85	22	94	12	17		
	13+	25	28	34	44	15	13		
	244. 28 VOLT AC TRANSFORMER Obtain serviceable replacement								
	0-6	2	50	4	25	0	10		
	7-12	6	88	5	75	0	16		
	13+	9	33	4	51	0	6		
	Troubleshoot								
	0-6	2	54	4	24	13	8		
	7-12	2	86	7	94	0	17		
	13+	10	29	4	45	0	13		
	Remove								
	0-6	4	50	4	25	0	10		
	7-12	5	88	5	75	6	16		
	13+	12	33	4	51	0	6		
	Install								
	0-6	2	54	0	24	13	8		
	7-12	5	85	4	93	0	17		
	13+	11	28	2	44	8	13		
245. TORQUE PRESSURE TRANSMITTER Obtain serviceable replacement	0-6	4	50	4	25	0	10		
	7-12	9	88	8	75	0	16		
	13+	9	33	10	51	0	6		
	Troubleshoot								
	0-6	6	54	4	24	0	8		
	7-12	7	86	8	95	6	17		
	13+	10	29	2	45	0	13		
	Remove								
	0-6	2	50	4	25	0	10		
	7-12	10	88	8	75	6	16		
	13+	15	33	10	51	0	6		
	Install								
	0-6	7	54	0	24	13	8		
	7-12	11	85	9	94	18	17		
	13+	18	28	2	44	8	13		

(Continued)

Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
<b>246. HYDRAULIC PRESSURE WARNING SWITCH</b>							
Obtain serviceable replacement	0-6	2	49	4	25	0	10
	7-12	8	88	5	75	6	16
	13+	9	33	10	51	0	6
Troubleshoot	0-6	6	54	8	24	0	8
	7-12	7	86	10	93	6	17
	13+	10	29	9	45	0	13
Remove	0-6	6	51	4	25	10	10
	7-12	8	88	5	75	13	16
	13+	12	33	12	51	0	6
Install	0-6	6	54	0	24	0	8
	7-12	8	85	9	94	6	17
	13+	11	28	11	44	0	13
<b>247. TRANSMISSION OIL PRESSURE TRANSMITTER</b>							
Obtain serviceable replacement	0-6	6	49	4	25	0	10
	7-12	11	88	7	75	0	16
	13+	15	33	16	51	0	6
Troubleshoot	0-6	4	54	17	24	25	8
	7-12	8	86	12	93	0	17
	13+	14	29	4	45	8	13
Remove	0-6	12	50	4	25	10	10
	7-12	13	88	9	75	13	16
	13+	24	33	16	51	0	6
Install	0-6	6	54	13	24	0	8
	7-12	19	85	15	93	6	17
	13+	18	28	16	44	8	13
<b>248. ENGINE OIL PRESSURE TRANSMITTER</b>							
Obtain serviceable replacement	0-6	6	50	4	25	0	10
	7-12	11	88	5	75	0	16
	13+	12	33	20	50	17	6
Troubleshoot	0-6	4	54	9	23	13	8
	7-12	9	85	10	92	6	17
	13+	10	29	7	45	8	13
Remove	0-6	6	50	4	25	0	10
	7-12	11	88	5	75	6	16
	13+	16	32	20	50	17	6
Install	0-6	4	54	4	23	0	8
	7-12	11	85	11	93	18	17
	13+	14	28	11	45	0	13
<b>249. OVERHEAD CONSOLE</b>							
Repair	0-6	0	50	8	25	0	10
	7-12	5	88	5	75	0	15
	13+	3	33	8	50	17	6
Test	0-6	7	54	8	24	13	8
	7-12	5	86	19	94	6	17
	13+	17	29	22	45	0	13
Obtain serviceable replacement	0-6	4	50	8	25	0	10
	7-12	6	88	3	75	0	15
	13+	6	33	8	50	0	6
Troubleshoot	0-6	6	53	0	24	0	8
	7-12	5	85	14	94	0	17
	13+	7	28	11	44	0	13
Remove	0-6	2	50	4	25	0	10
	7-12	9	87	5	75	7	15
	13+	9	32	6	50	0	6

(Continued)

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				OS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
249. OVERHEAD CONSOLE (Cont.)							
Install	0-6	4	53	0	24	0	8
	7-12	7	85	8	95	0	17
	13+	7	28	7	44	0	13
250. CONTROL PANELS							
Repair	0-6	4	50	4	25	0	10
	7-12	7	88	8	75	0	16
	13+	3	33	8	49	0	6
Test	0-6	9	54	8	24	13	8
	7-12	3	86	23	94	6	17
	13+	10	29	24	45	15	13
Obtain serviceable replacement	0-6	4	50	4	27	10	10
	7-12	10	88	9	75	6	16
	13+	9	33	12	49	17	6
Troubleshoot	0-6	4	53	4	24	0	8
	7-12	4	85	14	95	6	17
	13+	11	28	16	44	8	13
Remove	0-6	6	50	12	25	30	10
	7-12	17	88	12	75	25	16
	13+	9	33	12	49	50	6
Install	0-6	4	53	0	24	0	8
	7-12	7	85	14	94	6	17
	13+	7	28	18	44	8	13
251. AC AND DC CIRCUIT BREAKERS AND PANELS							
Repair	0-6	4	50	4	25	0	10
	7-12	3	88	5	75	0	16
	13+	6	33	8	51	0	6
Obtain serviceable replacement	0-6	7	54	0	24	0	8
	7-12	6	86	7	95	0	17
	13+	7	29	11	45	8	13
Troubleshoot	0-6	4	50	20	24	0	10
	7-12	5	88	12	75	0	16
	13+	12	33	10	51	0	6
Remove	0-6	4	53	0	24	0	8
	7-12	7	85	9	94	6	17
	13+	4	28	18	44	8	13
Install	0-6	6	50	4	25	0	10
	7-12	7	88	7	75	6	16
	13+	6	33	12	51	0	6
252. TERMINAL BOARDS AND WIRING							
Obtain serviceable replacement	0-6	2	51	4	24	0	8
	7-12	3	86	5	95	0	17
	13+	7	29	4	45	0	13
Troubleshoot	0-6	0	50	8	25	0	10
	7-12	1	88	4	75	0	16
	13+	6	33	10	51	0	6
Repair	0-6	2	54	4	24	0	8
	7-12	2	85	5	94	0	17
	13+	4	28	5	44	0	13
Remove	0-6	2	51	4	27	0	10
	7-12	1	88	3	75	0	16
	13+	3	32	6	50	0	6
Install	0-6	4	54	4	24	0	8
	7-12	2	85	5	94	0	17
	13+	7	28	5	44	0	13

(Continued)

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Task	Months of UH 1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
253. ELECTRICAL SYSTEM Test	0-6	4	50	21	24	0	10
	7-12	7	87	27	75	13	16
	13+	19	32	20	51	0	6
Troubleshoot	0-6	6	54	13	24	13	8
	7-12	13	86	31	95	6	17
	13+	18	28	27	45	31	13

## Appendix B

### **ORGANIZATIONAL LEVEL: MAINTENANCE TASKS PERFORMED BY 10% OR MORE OF THE LOW-EXPERIENCE GROUP (0-6 MONTHS)**

Appendix B presents data for the Section III tasks for organizational mechanics and crew chiefs combined. These two groups are not separated as in Appendix A. Appendix B lists data for all tasks performed by 10% or more of the 0-6 months experience group. The tasks are listed in order of relative frequency of performance by this low-experience or "new graduate" group.

While the listing of a task in this appendix is dependent upon 10% or more of the low-experience group having reported it as performed, data are also given for the 7-12 and 13+ months experience groups on these same tasks. As might be expected, more than 10% of these more experienced groups reported having performed most but not all of these tasks.

Data presented for each task are related to how frequently the task is performed, time to first performance after award of MOS, and proficiency. Also given for each task is information from enlisted supervisors concerning the necessity for the new graduate 67N20 to be able to perform the task upon arrival at the unit, and the amount of help or direction that the typical new graduate requires.

Task	MECHANICS AND CREWMEN										SUPERVISORS										
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)	Your Proficiency in Performing Task (%)					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction	New 67N20s	Amount of Direction Required by New 67N20 (%)				
				1-0	1-2	3	4	5		1-1st month	2-2nd of 3rd month	3-4th to 6th month	4-7th to 12th month	5-After 12 months			1-Poor	2-Fair	3-Good	4-Very Good	5-Excellent
TRANSMISSION EXTERNAL OIL FILTER REMOVE	0-6 7-12 13+	88 84 86	64 149 57	18 31 30	39 40 39	36 20 16	3 6 7	3 3 3	45 40 21	13 17 15	8 7 7				X	1	3	5	14	42	36
ENGINE COWLING INSTALL	0-6 7-12 13+	83 82 68	56 136 41	9 25 30	20 23 33	35 25 23	18 13 3	18 13 13	46 38 25	15 18 12	9 8 8				X	0	2	1	14	34	50
ACCESS DOORS & INSPECTION PLATES REMOVE	0-6 7-12 13+	82 82 83	59 141 50	11 17 19	20 24 23	16 19 31	14 17 15	39 23 13	45 45 21	11 16 11	9 7 7				X	2	1	3	8	29	60
ENGINE INTAKE SCREEN (BIRD CAGE) REMOVE	0-6 7-12 13+	81 87 86	54 131 65	8 28 26	42 31 12	25 21 34	9 7 7	17 12 21	23 45 24	17 13 9	15 8 8				X	11	2	2	13	32	51
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) * SERVICE	0-6 7-12 13+	80 79 76	109 246 107	14 23 26	30 38 27	32 27 12	15 3 4	8 9 5	37 38 26	18 16 13	10 8 8				X	2	2	7	13	38	40
TRANSMISSION COWLING INSTALL	0-6 7-12 13+	79 80 69	54 133 42	10 26 32	29 21 29	27 26 24	16 12 2	18 16 12	47 36 27	14 16 13	8 8 8				X	0	2	2	10	35	50
INTERMEDIATE GEAR BOX (42 DEG. GEAR BOX) * SERVICE	0-6 7-12 13+	79 75 78	114 231 105	18 27 29	28 37 35	37 25 23	9 5 9	7 6 4	38 41 26	15 13 13	10 7 7				X	2	3	4	15	41	36
ENGINE COWLING REMOVE	0-6 7-12 13+	78 90 86	53 137 62	6 19 20	17 34 29	40 24 25	19 8 7	19 16 20	28 46 21	28 16 8	11 9 9				X	0	1	1	13	33	53
ENGINE OIL FILTER REMOVE	0-6 7-12 13+	78 80 86	59 137 58	11 24 23	32 40 37	39 23 30	7 8 4	12 5 7	39 34 26	40 19 14	4 4 8				X	2	2	4	17	38	40
BATTERY (INICAO) REMOVE	0-6 7-12 13+	78 87 85	59 150 60	18 21 24	30 49 45	33 20 21	5 6 3	14 4 7	49 33 26	16 19 13	7 10 10				X	3	3	5	16	35	42
TRANSMISSION COWLING REMOVE	0-6 7-12 13+	77 85 80	54 131 58	7 20 17	22 33 25	41 23 19	13 23 19	17 17 19	28 44 23	26 15 11	11 8 8				X	0	1	3	10	33	53
TRANSMISSION EXTERNAL OIL FILTER INSTALL	0-6 7-12 13+	77 85 88	55 125 64	24 34 26	36 47 48	24 23 17	9 5 5	7 3 3	26 32 30	13 12 7	17 6 7				X	1	4	6	15	41	34
TAIL ROTOR ASSEMBLY REMOVE TAIL ROTOR ASSEMBLY	0-6 7-12 13+	76 80 86	46 108 61	24 33 49	48 32 35	22 18 11	4 4 4	2 3 2	26 21 35	20 23 12	17 10 10				X	6	9	14	25	35	17

MAIN ROTOR ASSEMBLY INSTALL BLADES	0-6 7-12 13+	75 85 86	36 94 44	41 40 62	38 38 18	21 16 13	0 3 5	0 2 3	22 25 34	44 34 18	11 17 12	6 11 --	0 0 0	8 6 0	33 30 28	42 40 45	17 24 28	X	11	12	13	30	29	16
BATTERY (NICA0) INSTALL	0-6 7-12 13+	75 89 88	53 132 68	11 25 23	43 44 51	40 21 16	4 6 3	2 4 7	23 43 26	44 16 9	13 9 7	6 7 --	0 0 0	2 3 0	36 33 21	34 30 38	28 34 38	X	3	3	5	16	33	43
ENGINE INTAKE SCREEN (8IRO CAGE) INSTALL	0-6 7-12 13+	74 79 73	53 133 48	16 30 35	31 30 24	31 23 22	6 6 2	16 11 17	49 34 30	31 20 7	12 20 --	6 7 --	0 0 2	2 7 2	42 25 29	42 36 23	14 32 42	X	11	2	2	15	34	47
MAIN ROTOR ASSEMBLY REMOVE BLADES	0-6 7-12 13+	74 85 85	36 94 44	41 43 62	18 15 13	0 3 5	0 2 3	0 2 3	19 26 36	47 36 18	14 11 10	6 6 --	0 0 0	8 7 0	33 29 30	42 40 43	17 24 28	X	10	12	10	26	35	17
TAIL ROTOR ASSEMBLY INSTALL TAIL ROTOR ASSEMBLY	0-6 7-12 13+	74 82 86	42 106 61	24 44 45	48 32 38	21 15 11	5 6 4	2 3 2	29 22 35	29 22 12	17 12 9	7 9 --	0 0 0	2 3 2	31 39 31	52 33 22	14 22 24	X	5	17	17	26	27	12
TAIL ROTOR CONTROL CABLES ADJUST TENSION	0-6 7-12 13+	73 77 81	44 120 47	28 41 45	25 33 32	3 4 2	0 3 9	0 3 9	13 19 32	55 25 15	16 13 10	3 5 --	0 0 0	8 7 4	50 35 48	22 18 30	19 17 17	X	2	9	11	33	35	11
ENGINE OIL FILTER INSTALL	0-6 7-12 13+	73 85 87	52 128 68	16 28 27	35 32 31	10 3 10	6 5 3	2 5 10	27 29 27	31 23 12	20 12 9	8 9 --	0 0 0	8 3 3	23 34 25	48 29 38	21 29 33	X	2	2	8	18	33	40
TAIL ROTOR ASSEMBLY TRACK	0-6 7-12 13+	73 77 81	48 119 49	24 38 43	46 29 26	13 23 21	9 7 6	9 4 4	26 24 31	46 17 24	17 4 16	4 5 --	0 0 0	4 6 2	46 36 36	39 23 29	11 11 23	X	3	7	17	25	34	18
TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL) INSTALL	0-6 7-12 13+	72 71 72	50 123 43	10 41 38	42 35 33	6 16 23	8 4 8	0 4 0	44 33 25	31 22 12	15 8 --	4 8 --	0 0 0	4 4 2	48 31 23	35 34 40	13 31 35	X	1	2	7	20	35	35
ENGINE CHIP DETECTOR PLUG (ELECTRICAL) REMOVE	0-6 7-12 13+	71 75 83	53 130 56	10 28 24	26 36 45	44 26 20	8 7 4	12 3 7	47 29 25	16 24 12	2 10 --	6 10 --	0 1 0	4 2 2	33 31 29	37 23 46	25 34 34	X	2	2	4	12	42	40
TRANSMISSION EXTERNAL OIL FILTER DISASSEMBLE	0-6 7-12 13+	71 75 68	53 125 48	10 31 38	26 40 33	44 23 15	8 3 4	9 3 9	45 37 21	16 16 15	6 2 7	2 7 --	0 0 0	6 3 4	38 32 32	24 33 40	28 33 40	X	18	3	9	23	38	28
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY INSTALL	0-6 7-12 13+	71 70 74	49 117 50	15 28 24	36 31 43	36 27 2	6 4 2	6 4 4	38 36 30	10 16 11	10 4 --	4 7 --	0 0 0	2 2 0	51 30 34	32 36 28	15 33 38	X	11	6	9	16	33	35
ENGINE MAGNETIC PLUG REMOVE	0-6 7-12 13+	69 80 94	45 120 64	13 24 34	36 36 29	33 30 22	7 5 7	11 5 7	22 31 22	36 23 14	13 10 --	9 10 --	0 0 0	9 4 5	29 36 29	36 31 25	27 41 41	X	5	2	4	13	41	40
PILOT OR COPILOT SEAT REMOVE	0-6 7-12 13+	68 86 84	45 128 66	23 21 27	39 36 45	25 24 18	7 8 5	7 12 5	35 48 19	30 19 13	19 10 --	9 10 --	0 0 0	5 5 2	39 20 21	36 31 34	20 44 44	X	2	2	2	6	33	58
PILOT OR COPILOT OODR INSTALL	0-6 7-12 13+	68 80 75	52 134 49	17 36 33	38 33 48	33 20 9	8 4 9	2 4 2	31 29 23	35 26 13	8 2 --	2 8 --	0 0 0	2 2 4	46 33 27	33 34 29	19 34 40	X	3	3	3	9	32	54
ENGINE OIL FILTER DISASSEMBLE	0-6 7-12 13+	68 77 81	47 116 64	11 27 31	40 34 27	32 30 29	11 5 10	6 5 3	26 31 27	17 23 11	13 9 --	7 9 --	0 0 0	6 5 3	26 30 29	49 35 36	19 29 32	X	11	2	8	17	39	34

Task	MECHANICS AND CREWMEN										SUPERVISORS														
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% 0 < 20%	Amount of Direction Required by New 67N20 (%)					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TAIL ROTOR DRIVE SHAFT INSTALL	0-6	68	48	28	37	22	4	9	36	40	15	4	4	0	0	49	40	11	X	2	4	11	28	31	26
	7-12	69	106	56	23	14	3	4	25	32	20	14	9	0	6	32	35	26							
	13+	61	35	59	26	9	6	0	--	--	--	--	--	0	3	20	26	51							
STABILIZER BAR REMOVE	0-6	68	40	30	58	8	5	0	25	38	18	15	5	0	5	40	40	15	X	8	7	10	32	31	21
	7-12	84	106	49	40	8	3	0	25	32	22	13	9	0	6	38	35	22							
	13+	79	47	53	23	21	0	2	--	--	--	--	--	0	2	23	51	23							
STABILIZER BAR INSTALL	0-6	68	40	21	58	16	0	5	38	41	13	5	3	0	10	46	33	10	X	8	10	13	30	29	18
	7-12	74	93	47	38	12	4	0	23	25	30	14	9	0	2	39	37	22							
	13+	66	30	45	45	7	3	0	--	--	--	--	--	3	10	27	30	30							
TAIL ROTOR ASSEMBLY ADJUST PITCH CHANGE LINKS	0-6	68	39	22	54	11	5	8	27	49	8	8	8	0	5	41	43	11	X	4	9	20	29	31	11
	7-12	77	115	43	29	17	9	3	21	29	27	16	7	0	6	35	39	20							
	13+	85	44	48	14	26	7	5	--	--	--	--	--	0	2	28	40	30							
TROOP SEATS REMOVE	0-6	67	47	19	34	26	11	11	24	30	20	13	13	0	2	33	35	30	X	4	1	2	7	28	62
	7-12	73	108	19	32	19	10	21	41	20	20	10	10	0	5	21	31	43							
	13+	81	62	25	33	26	7	9	--	--	--	--	--	0	3	19	40	38							
MAIN ROTOR ASSEMBLY INSTALL ROTOR ASSEMBLY	0-6	67	33	13	57	20	3	7	45	32	10	6	6	0	6	48	42	3	X	13	16	21	24	25	14
	7-12	79	90	46	36	16	2	0	19	32	24	15	11	0	7	36	36	22							
	13+	77	27	38	35	19	4	4	--	--	--	--	--	0	11	22	37	30							
SCISSORS AND SLEEVE ASSEMBLY INSTALL	0-6	67	35	15	67	15	3	0	31	53	6	6	3	0	6	56	31	6	X	9	14	22	23	24	16
	7-12	74	84	64	28	8	0	0	9	31	35	16	9	0	5	35	39	22							
	13+	63	31	70	13	17	0	0	--	--	--	--	--	0	3	39	32	26							
GROUND HANDLING WHEELS INSTALL	0-6	66	49	21	13	19	13	34	48	27	10	10	4	0	4	36	32	28	X	7	1	4	12	35	47
	7-12	63	100	24	26	15	9	26	52	19	19	6	3	0	4	28	31	37							
	13+	59	35	32	21	29	12	6	--	--	--	--	--	0	3	29	11	57							
MAIN ROTOR ASSEMBLY TRACK ROTOR ASSEMBLY	0-6	66	32	25	47	19	6	3	25	28	25	16	6	0	6	34	44	16	X	3	9	21	30	28	12
	7-12	77	92	32	35	20	8	5	18	40	22	11	9	0	9	36	34	21							
	13+	82	47	42	37	16	0	5	--	--	--	--	--	0	0	33	35	33							
TAIL ROTOR CONTROL CHAIN RIG TO TAIL ROTOR CONTROLS	0-6	65	34	21	45	33	0	0	13	52	19	13	3	0	13	39	39	10	X	2	19	23	39	18	2
	7-12	74	115	43	26	23	5	4	18	29	30	16	7	0	13	37	32	18							
	13+	73	40	45	34	8	5	8	--	--	--	--	--	0	13	34	34	18							
SAFETY BELTS REMOVE	0-6	65	48	9	33	36	9	13	40	37	12	9	2	0	2	28	21	49	X	2	1	2	6	36	56
	7-12	76	135	20	31	24	12	13	36	24	15	18	7	0	2	19	30	48							
	13+	85	61	22	31	22	17	8	--	--	--	--	--	0	0	12	25	63							
PILOT OR COPILOT SEAT INSTALL	0-6	65	48	18	33	40	7	2	35	35	10	15	4	0	2	26	36	36	X	2	2	2	6	34	57
	7-12	80	135	29	36	21	8	6	29	29	17	16	8	0	5	25	33	37							
	13+	74	45	43	36	11	7	2	--	--	--	--	--	0	0	18	31	51							
ENGINE OIL FILTER ASSEMBLY	0-6	65	45	13	38	31	11	7	26	31	21	14	7	0	5	28	49	19	X	11	3	7	19	35	35
	7-12	77	112	25	36	30	4	5	32	25	24	11	8	0	5	30	37	27							
	13+	81	64	31	27	29	10	3	--	--	--	--	--	0	3	27	37	32							

MAIN ROTOR ASSEMBLY REMOVE ROTOR ASSEMBLY	0-6 7-12 13+	65 77 77	33 87 27	13 48 41	57 33 33	20 16 19	0 2 4	10 18 32	45 32 24	35 24 13	6 6 12	6 6 12	0 0 0	6 6 15	48 36 19	42 36 37	3 23 30	X	12	16	15	25	27	17
PILOT OR COPILOT DOOR REMOVE	0-6 7-12 13+	64 85 81	46 130 60	22 28 35	35 35 36	22 22 15	2 7 7	12 12 3	22 38 27	33 22 17	16 10 9	7 9 9	0 0 0	4 4 0	43 34 26	20 30 44	33 32 44	X	2	3	3	8	28	58
TRANSMISSION EXTERNAL OIL FILTER - ASSEMBLE	0-6 7-12 13+	64 66 69	88 200 92	15 32 33	36 40 35	35 22 20	8 4 7	6 3 6	38 36 23	34 22 13	14 13 6	3 6 6	0 0 0	5 4 3	38 33 27	35 33 34	22 30 36	X	19	3	11	22	38	26
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) INSTALL	0-6 7-12 13+	64 82 78	42 115 55	36 47 46	38 34 38	19 18 14	7 1 2	0 1 0	23 38 26	33 26 17	15 12 7	10 7 7	0 0 0	5 4 6	41 32 21	34 36 44	20 28 29	X	4	8	16	30	29	18
STABILIZER BAR DAMPERS REMOVE	0-6 7-12 13+	64 77 75	39 114 44	26 65 51	50 27 33	21 6 9	3 2 5	0 0 2	31 19 29	31 29 29	26 17 17	3 7 1	0 0 0	5 5 3	46 37 30	36 36 23	13 23 36	X	2	6	7	32	30	26
SCISSORS AND SLEEVE ASSEMBLY REMOVE	0-6 7-12 13+	64 76 70	35 87 37	44 44 53	50 48 31	3 7 16	3 1 0	0 0 0	6 17 31	23 25 18	9 10 10	6 10 10	0 0 0	9 4 0	37 31 33	40 29 42	14 29 24	X	9	12	17	29	26	17
SOUNDPROOFING REMOVE	0-6 7-12 13+	63 75 71	41 110 51	25 35 23	45 36 48	23 18 21	3 4 6	5 7 2	20 30 26	30 26 25	20 10 9	10 9 9	0 0 0	0 8 0	39 20 27	34 31 37	37 42 37	X	3	1	2	5	27	65
ENGINE MAGNETIC PLUG INSTALL	0-6 7-12 13+	63 62 72	46 105 46	12 40 33	24 29 40	43 20 18	10 6 2	12 6 7	36 29 27	39 24 11	14 11 9	5 9 9	0 0 0	5 3 4	39 34 33	30 30 30	27 33 33	X	5	2	5	13	38	42
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES REMOVE	0-6 7-12 13+	63 72 60	47 105 39	31 61 66	38 21 18	11 11 13	13 3 0	7 3 3	35 22 32	41 32 23	15 16 8	4 8 8	0 0 0	2 4 3	57 40 39	28 31 26	13 25 32	X	2	2	10	26	38	24
MAIN ROTOR ASSEMBLY ADJUST PITCH CHANGE LINKS	0-6 7-12 13+	63 74 80	33 90 47	30 33 53	42 32 16	24 24 23	3 9 2	0 2 5	21 19 39	30 27 21	15 11 9	6 9 9	3 0 0	6 6 2	30 30 41	42 26 27	18 18 43	X	3	10	24	30	26	9
JUMP SEATS REMOVE	0-6 7-12 13+	62 70 83	45 104 62	27 26 30	22 27 23	29 21 25	16 8 12	7 18 11	18 31 28	31 24 14	13 16 10	13 10 10	0 0 0	7 3 2	24 23 17	31 31 38	38 43 43	X	10	1	2	5	25	66
ENGINE CHIP DETECTOR PLUG (ELECTRICAL) INSTALL	0-6 7-12 13+	62 70 82	43 101 64	9 31 37	28 35 30	37 24 23	16 5 7	9 4 4	14 36 20	26 21 12	19 12 10	9 10 10	0 0 0	10 6 3	29 30 25	36 37 34	26 28 37	X	2	2	7	11	39	42
TAIL ROTOR DRIVE SHAFT REMOVE	0-6 7-12 13+	62 82 69	39 113 50	41 54 68	13 26 14	3 5 9	5 6 5	2 3 2	34 26 26	37 32 23	16 12 7	3 7 7	0 0 0	5 5 4	33 32 31	36 28 33	26 28 33	X	2	2	10	27	33	28
COLLECTIVE PITCH CONTROL TUBES REMOVE	0-6 7-12 13+	61 66 59	36 100 32	20 53 63	51 26 13	23 15 13	6 4 7	0 2 3	32 13 36	29 26 15	12 15 9	3 9 1	0 1 0	15 9 7	32 48 47	35 34 37	18 7 13	X	4	6	8	29	34	24
TROOP SEATS INSTALL	0-6 7-12 13+	61 75 70	44 127 47	10 21 26	39 32 28	22 31 20	12 8 9	17 9 17	26 29 25	47 20 17	12 12 8	5 8 8	0 0 0	7 4 2	26 19 14	30 27 32	37 50 52	X	4	1	2	7	28	63
TRANSMISSION COMING DISASSEMBLE	0-6 7-12 13+	61 46 40	40 70 23	16 32 55	32 29 32	29 11 9	11 11 0	5 5 5	39 31 27	39 18 19	11 12 10	3 10 12	0 0 0	5 6 9	39 45 30	45 29 35	11 35 22	X	22	3	4	17	35	41

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency In Performing Task (%)	% Sying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
				1	2	3	4	5	1	2	3	4	5			1	2	3	4	5	0 - Not observed or task not performed	1 - Constant direction	2 - Much direction	3 - Some direction	4 - Little direction	5 - No direction																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL) REMOVE	0-6	61	43	21	36	31	5	7	21	43	14	17	5	0	7	21	48	24																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	



INDUCTION SYSTEM AIR FILTER * REMOVE	0-6 7-12 13+	57 70 70	81 223 102	4 12 12	25 16 16	29 16 27	9 16 11	34 40 35	34 44 --	28 24 --	18 14 --	14 10 --	6 7 --	0 0 0	3 2 2	38 22 19	30 34 45	29 41 45	X	2	2	3	12	32	50
INDUCTION SYSTEM AIR FILTER INSTALL	0-6 7-12 13+	57 69 68	42 115 44	5 14 21	23 12 5	28 37 30	5 12 7	40 37 37	33 42 --	33 24 --	23 17 --	8 11 --	5 6 --	0 1 0	3 3 2	43 19 19	30 37 37	25 40 42	X	2	2	3	13	33	49
TRANSMISSION OIL JETS REMOVE	0-6 7-12 13+	57 72 68	37 106 53	35 24 46	22 8 25	19 10 17	14 8 4	11 10 8	16 32 --	46 28 --	22 19 --	11 13 --	5 8 --	0 0 0	5 4 4	41 37 33	30 32 31	16 27 26	X	8	3	9	25	31	32
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) CLEAN	0-6 7-12 13+	57 73 72	37 107 56	44 48 43	31 33 35	19 16 18	6 1 2	6 2 2	26 37 --	29 27 --	11 14 --	23 13 --	11 9 --	0 0 0	3 5 8	31 36 21	50 27 45	17 26 26	X	6	7	13	28	34	18
TAIL ROTOR PITCH CONTROL MECHANISM ASSEMBLE	0-6 7-12 13+	56 61 68	33 85 42	19 42 38	23 29 20	10 22 3	6 5 3	6 3 3	10 21 --	48 33 --	17 30 --	21 9 --	3 8 --	0 1 0	10 7 15	45 41 33	31 31 41	14 19 10	X	19	20	23	34	16	7
BELL CRANKS REMOVE	0-6 7-12 13+	56 79 71	32 115 50	31 40 46	31 18 35	28 3 13	6 4 4	3 2 2	19 29 --	31 30 --	19 25 --	22 5 --	9 11 --	0 0 0	9 6 4	31 33 34	41 22 43	19 22 19	X	2	2	12	16	50	21
GROUND HANDLING WHEELS REMOVE	0-6 7-12 13+	56 56 63	38 82 37	16 26 28	8 15 22	21 22 25	34 19 16	42 53 --	16 22 --	24 8 --	11 9 --	8 9 --	3 9 --	3 0 0	5 3 2	42 34 29	29 38 29	21 39 29	X	6	1	3	13	36	48
TRANSMISSION MAGNETIC SUMP PLUG REMOVE	0-6 7-12 13+	56 69 62	37 113 41	17 39 28	44 33 50	22 15 18	11 9 0	6 4 5	43 29 --	17 23 --	9 15 --	3 8 --	3 8 --	0 0 0	6 5 2	46 34 22	31 28 37	17 28 39	X	7	3	8	16	38	35
MAIN ROTOR ASSEMBLY ADJUST TRIM TAB	0-6 7-12 13+	56 71 76	36 94 37	18 52 51	44 25 17	15 11 17	12 5 6	9 9 9	32 38 --	21 26 --	3 14 --	6 8 --	6 10 --	0 0 0	6 4 8	47 39 31	35 27 25	12 27 36	X	4	8	24	25	30	10
TAIL ROTOR PITCH CONTROL MECHANISM INSTALL	0-6 7-12 13+	55 71 76	31 105 46	23 38 44	33 42 31	27 22 18	3 3 2	3 3 9	30 45 --	40 16 --	17 3 --	7 13 --	7 5 --	0 1 0	7 6 7	47 50 41	30 29 14	17 14 11	X	2	10	18	35	24	14
BELL CRANKS OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	55 65 59	31 105 37	33 45 54	33 35 23	27 13 11	3 5 3	3 9 9	30 40 --	40 28 --	17 13 --	7 10 --	7 10 --	0 0 0	7 6 6	47 38 28	30 30 31	17 27 25	X	2	3	8	22	43	25
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES CLEAN	0-6 7-12 13+	55 58 59	39 85 36	32 53 56	26 31 19	26 12 17	16 1 3	6 3 6	34 21 --	45 36 --	16 28 --	3 13 --	3 3 --	0 0 0	9 9 3	53 41 42	37 26 28	11 25 26	X	20	6	11	29	34	20
TAIL ROTOR PITCH CONTROL MECHANISM DISASSEMBLE	0-6 7-12 13+	54 61 70	32 87 45	32 39 36	29 32 41	29 23 18	10 4 2	6 3 2	10 21 --	52 34 --	10 24 --	24 11 --	3 7 --	0 1 0	10 5 10	41 42 40	34 14 36	14 18 14	X	20	18	23	29	24	7
FIRE EXTINGUISHER REMOVE	0-6 7-12 13+	54 70 76	39 120 54	11 16 17	60 49 45	20 23 17	3 6 4	6 17 17	27 31 --	38 20 --	24 16 --	8 9 --	3 9 --	0 0 0	5 2 0	30 21 13	22 43 26	43 53 60	X	2	1	2	4	22	71
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY * DISASSEMBLE	0-6 7-12 13+	54 63 63	70 176 92	18 28 24	35 29 47	32 31 22	9 6 1	6 6 6	36 33 --	12 15 --	14 11 --	10 4 --	4 10 --	0 0 0	3 3 1	43 26 28	34 38 35	21 38 35	X	26	4	11	19	38	27
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY REMOVE	0-6 7-12 13+	54 69 71	34 93 55	21 34 26	32 27 40	26 24 22	15 7 4	6 8 8	41 42 --	21 22 --	12 18 --	21 8 --	6 10 --	0 0 0	3 2 2	29 30 29	38 33 31	29 35 31	X	11	5	8	17	34	36

Task	MECHANICS AND CREWMEN										SUPERVISORS									
	Wages and Maintenance Expense Each Unit	Percent Perform- ing or Assist- ing	Number of 67M20s Perform- ing Task	# Times Performed Past Month (s)					First Performance After Award of 67M20 Duty MOS (s)					Your Proficiency In Performing Task (s)					% Saying New 67M20 Must Be Able To Perform At Once With Little Direction X > 20% 0 < 20%	Amount of Direction Required by New 67M20 (s)
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		
CYCLIC CONTROL TUBES OBTAIN SERVICEABLE REPLACEMENT	0-6	53	29	32	46	21	0	0	33	41	7	15	4	0	21	36	18	25	X	0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction
	7-12	63	96	47	37	12	3	0	30	36	16	13	4	0	9	45	34	13		
	13+	67	45	53	28	16	2	0	--	--	--	--	--	0	7	36	39	18		
TAIL ROTOR CONTROL CABLES PIC TO TAIL ROTOR CONTROLS	0-6	53	25	33	29	25	8	4	17	46	13	13	13	4	24	24	40	8	X	2 15 20 33 25 6
	7-12	75	102	47	30	18	1	4	18	42	19	15	7	1	11	40	40	8		
	13+	83	50	37	31	16	8	8	--	--	--	--	--	0	6	43	39	12		
TRANSMISSION OIL JETS INSTALL	0-6	53	36	35	35	21	3	6	38	29	18	9	6	0	6	53	32	9	X	8 4 9 25 32 31
	7-12	59	99	48	22	8	12	9	32	31	18	14	5	0	6	33	37	23		
	13+	72	44	52	23	9	5	11	--	--	--	--	--	0	0	25	27	48		
STABILIZER BAR DAMPERS INSTALL	0-6	53	31	35	48	16	0	0	17	43	17	17	7	3	3	19	52	23	X	2 8 10 32 29 21
	7-12	30	107	59	25	13	1	2	23	30	23	13	11	0	3	38	33	27		
	13+	73	48	56	33	9	2	0	--	--	--	--	--	0	5	21	47	28		
SCISSORS AND SLEEVE ASSEMBLY DISASSEMBLE	0-6	53	23	30	57	13	0	0	9	52	26	9	4	0	4	30	48	17	X	37 17 26 27 26 5
	7-12	52	52	57	32	9	2	0	16	33	20	18	12	0	2	43	27	29		
	13+	49	22	59	41	0	0	0	--	--	--	--	--	0	0	39	50	11		
PIC CONTROL PEDAL & ADJUSTER ASSEMBLY PIC TO TAIL ROTOR CONTROLS	0-6	52	46	23	49	28	0	0	12	44	29	10	5	0	21	31	40	7	X	6 11 21 41 24 3
	7-12	59	154	37	37	18	6	2	15	37	27	14	7	0	9	44	38	8		
	13+	59	59	47	22	22	5	3	--	--	--	--	--	0	11	33	45	11		
TAIL ROTOR CONTROL CABLES INSTALL	0-6	51	34	48	39	12	0	0	19	50	19	13	0	0	3	53	25	19	X	2 8 12 29 35 15
	7-12	71	107	42	40	10	5	2	18	30	21	19	12	0	6	42	34	19		
	13+	72	42	59	28	3	5	5	--	--	--	--	--	0	2	39	34	24		
JUMP SEATS INSTALL	0-6	51	38	14	22	38	5	22	28	44	11	3	0	3	23	23	51		X	10 1 2 5 25 47
	7-12	71	122	29	19	30	11	11	32	26	18	15	10	0	5	16	30	49		
	13+	68	46	72	24	24	16	13	--	--	--	--	--	0	0	9	28	63		
ACCESS DOORS & INSPECTION PLATES DISASSEMBLE	0-6	51	35	9	29	20	20	23	41	26	12	12	9	0	3	34	31	31	X	27 1 3 7 30 59
	7-12	61	95	19	26	15	23	17	55	21	9	7	8	0	5	27	31	37		
	13+	67	46	22	22	29	17	10	--	--	--	--	--	0	0	29	43	29		
TRANSMISSION COUPLING ASSEMBLE	0-6	51	32	16	32	32	6	13	40	37	10	10	3	0	3	45	41	10	X	22 3 5 15 37 40
	7-12	43	66	32	31	21	8	8	32	27	19	11	11	0	6	31	32	31		
	13+	42	23	59	32	5	0	5	--	--	--	--	--	0	9	30	39	22		
ENGINE TAIL PIPE FAIRING (COUPLING) REMOVE	0-6	51	36	17	33	36	11	3	31	31	14	19	6	0	3	42	33	22	X	6 1 3 15 36 45
	7-12	56	80	25	47	14	5	9	48	16	17	12	8	0	4	25	31	40		
	13+	61	45	33	38	19	2	7	--	--	--	--	--	0	2	21	43	33		
HYDRAULIC SYSTEM FILTERS (BCD MODELS) INSTALL	0-6	51	33	23	32	39	6	0	43	37	10	7	3	0	3	47	33	17	X	3 8 16 39 34
	7-12	59	98	40	39	15	4	2	32	29	18	13	9	0	3	36	33	78		
	13+	68	41	34	46	12	2	5	--	--	--	--	--	0	5	27	27	41		
ACCESS DOORS & INSPECTION PLATES ASSEMBLE	0-6	50	34	9	24	21	21	26	39	24	15	9	12	0	3	35	32	29	X	25 1 4 10 30 55
	7-12	60	87	19	23	17	19	21	56	20	10	6	9	0	5	24	33	38		
	13+	69	48	21	19	31	17	12	--	--	--	--	--	0	0	27	43	30		

TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) REMOVE	0-6 7-12 13+	50 65 49	31 97 28	20 63 74	70 31 22	10 0 0	0 0 4	0 0 0	31 14 28	52 34 17	7 10 7	0 0 0	0 0 0	0 4 7	45 37 29	41 34 25	14 25 36	X	4	6 12 29	31 22		
	SWASHPLATE & SUPPORT ASSEMBLY REMOVE	0-6 7-12 13+	50 64 57	25 71 26	33 46 64	17 6 24	4 0 12	0 0 0	29 13 25	54 37 15	4 8 9	4 15 9	0 0 0	0 0 0	4 3 8	50 34 25	38 25 31	8 25 35	X	14	12 23 21	28 16	
		TAIL ROTOR ASSEMBLY MAKE OPERATIONAL CHECK	0-6 7-12 13+	50 61 65	27 71 42	7 25 22	41 14 19	7 22 11	22 14 30	22 26 26	33 41 20	19 6 6	7 8 8	0 2 0	0 0 0	7 6 4	30 29 46	56 20 14	7 7 20	X	26	12 21 28	29 10
	TAIL ROTOR CONTROL CABLES ASSEMBLE	0-6 7-12 13+	49 50 60	26 78 35	36 44 55	44 41 23	20 13 13	0 3 0	0 23 10	17 23 22	57 22 19	9 8 0	0 1 0	0 8 0	9 33 42	55 39 39	14 19 18	23 19 18	X	26	5 20 30	29 16	
		TAIL ROTOR CONTROL CABLES DISASSEMBLE	0-6 7-12 13+	49 70 74	29 93 51	32 51 36	39 30 36	18 14 15	11 3 6	0 1 6	14 21 21	46 45 16	14 13 6	7 6 6	0 0 0	14 9 6	45 36 35	31 13 12	10 13 12	X	27	5 13 26	34 22
	TAIL ROTOR PITCH CONTROL MECHANISM SERVICE	0-6 7-12 13+	49 64 65	25 93 36	27 35 34	36 29 31	14 24 26	14 7 3	9 6 6	10 21 32	30 35 11	20 5 6	5 11 6	0 0 0	0 0 0	10 37 12	40 35 26	35 15 17	15 15 15	X	2	6 8 26	40 20
		FIRST AIO KITS REMOVE	0-6 7-12 13+	49 63 76	34 108 52	23 19 24	45 36 35	13 29 31	6 9 4	13 7 6	21 29 25	45 21 18	9 3 8	0 0 0	0 2 0	3 18 12	27 26 54	24 54 60	45 54 60	X	3	1 2 5	22 70
	PILOT OR COPILOT DOOR TEST FOR JETTISON	0-6 7-12 13+	49 72 77	34 121 47	13 34 38	42 36 40	6 21 9	3 5 7	7 7 7	23 29 22	42 26 24	10 12 9	3 9 9	0 0 0	0 0 0	6 35 7	35 25 20	23 38 46	23 38 46	X	8	4 5 12	35 44
		LANDING GEAR SKID TUBE ASSEMBLY INSTALL	0-6 7-12 13+	49 63 59	27 85 29	23 65 63	62 31 22	12 4 7	4 4 7	0 0 0	35 13 13	42 32 27	8 20 9	12 9 9	0 1 0	0 5 10	4 5 17	56 42 31	32 19 41	8 19 41	X	6	3 14 26
	MAIN FUEL STRAINER (WAFFER TYPE) REMOVE		0-6 7-12 13+	49 61 70	29 86 50	14 35 37	54 32 28	11 4 26	14 4 7	7 2 2	14 26 28	32 25 25	18 11 12	11 9 9	0 0 0	11 4 4	39 36 37	14 20 28	14 20 28	X	11	4 8 13	42 32

INTERMEDIATE GEAR BOX (42 DEG. GEAR BOX) REMOVE	0-6 7-12 13+	49 64 61	32 65 47	44 68 71	41 23 22	16 9 2	0 0 2	0 0 2	19 18 22	39 34 28	10 12 7	3 7 7	0 0 0	0 0 0	6 2 5	41 34 26	19 32 42	19 30 28	X	5	4 13 24	33 27	
	SCISSORS AND SLEEVE ASSEMBLY SERVICE	0-6 7-12 13+	49 55 60	27 72 31	17 36 40	42 27 30	29 25 20	8 7 3	4 4 7	22 28 29	52 22 16	4 6 6	0 0 0	0 0 0	4 32 27	48 37 30	43 33 33	4 30 33	X	5	7 8 22	38 26	
		SCISSORS AND SLEEVE ASSEMBLY ASSEMBLE	0-6 7-12 13+	49 55 54	23 53 25	30 56 65	57 33 35	13 8 0	0 2 0	9 16 16	52 32 20	22 13 12	4 12 0	0 0 0	0 0 0	4 2 0	30 44 40	17 28 20	17 28 20	X	37	22 26 24	23 5
	SWASHPLATE & SUPPORT ASSEMBLY INSTALL	0-6 7-12 13+	49 72 64	22 77 29	62 49 52	33 44 41	5 7 7	0 0 0	0 0 0	9 13 22	59 31 17	14 9 11	9 11 11	0 0 0	0 0 0	5 5 0	50 38 36	41 22 14	5 22 14	X	14	16 26 16	27 14
		COLLECTIVE LEVERS INSTALL	0-6 7-12 13+	49 63 52	22 70 27	32 48 52	64 45 39	5 5 9	0 3 0	0 0 0	9 20 22	59 28 26	14 15 11	5 11 0	0 0 0	9 5 0	50 37 20	32 22 16	9 22 16	X	9	9 21 27	22 21
	TAIL ROTOR ASSEMBLY SERVICE	0-6 7-12 13+	49 62 77	29 80 51	14 27 17	32 29 41	29 21 26	11 11 7	14 12 9	18 28 33	39 33 20	21 9 9	7 9 9	0 0 0	0 0 0	4 5 0	32 35 33	54 21 46	11 21 22	X	2	4 7 21	38 30



TAIL ROTOR CONTROL TUBES REMOVE	0-6 7-12 13+	46 55 57	24 84 27	39 53 63	30 31 26	17 11 4	13 2 4	0 2 4	14 19 50	50 31 26	9 16 16	23 5 9	5 0 0	5 4 28	41 35 48	14 20 20	X	3	4	10	24	41	20
TAIL ROTOR PITCH CONTROL MECHANISM RIG TO TAIL ROTOR CONTROLS	0-6 7-12 13+	46 69 74	25 81 37	16 45 49	48 34 32	24 10 8	12 7 5	0 4 5	25 21 42	38 23 6	17 6 8	21 0 6	0 1 0	8 5 0	52 44 35	36 12 11	X	2	17	16	45	18	4
CARGO DOOR REMOVE	0-6 7-12 13+	46 70 64	32 100 43	28 43 41	41 33 41	28 14 5	3 8 5	0 2 8	16 24 29	42 22 22	6 12 12	10 12 12	0 1 0	6 5 0	41 31 27	25 27 36	X	2	2	3	9	39	47
BELL CRANKS PURGE	0-6 7-12 13+	45 65 68	26 88 44	27 39 45	35 24 18	27 21 20	12 6 8	0 10 10	24 33 32	28 19 7	12 7 6	12 12 7	0 8 0	15 7 5	50 31 35	23 22 43	X	3	3	8	20	48	19
MAIN FUEL STRAINER (WAFFER TYPE) INSTALL	0-6 7-12 13+	45 52 63	30 81 33	15 31 28	30 39 41	41 22 19	11 6 6	4 3 6	36 32 30	39 15 15	14 15 15	7 8 8	0 0 0	4 3 6	32 37 29	18 29 36	X	11	4	10	14	41	31
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) DISASSEMBLE	0-6 7-12 13+	45 52 54	30 82 36	29 38 40	68 47 51	4 9 3	3 3 3	0 3 3	25 28 28	36 26 26	25 12 6	11 4 6	0 0 0	4 5 0	61 29 37	18 29 29	X	13	9	15	31	30	16
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) SERVICE	0-6 7-12 13+	45 66 69	27 92 53	46 50 52	35 32 29	12 16 17	8 1 2	0 1 0	28 36 27	20 16 13	8 8 8	12 13 13	0 2 2	0 3 6	23 37 25	27 30 30	X	7	7	15	36	24	18
SWASHPLATE & SUPPORT ASSEMBLY PURGE	0-6 7-12 13+	45 55 59	26 79 33	16 40 39	40 36 21	4 20 3	3 3 3	0 0 0	35 29 26	42 36 23	15 10 15	4 5 10	0 0 0	4 3 3	35 32 30	42 19 48	X	15	7	14	23	30	26
CARGO DOOR INSTALL	0-6 7-12 13+	44 55 55	26 84 33	12 40 50	44 34 33	4 14 10	3 3 0	4 5 7	28 26 27	36 36 23	6 15 15	0 10 10	0 0 0	4 12 3	44 28 24	35 36 36	X	3	3	3	9	41	46
FUEL CONTROL UNIT CLEAN FUEL STRAINERS	0-6 7-12 13+	44 44 63	26 63 50	12 33 24	40 33 30	44 36 26	8 10 7	12 5 13	27 40 17	27 23 23	19 8 12	19 23 8	8 12 0	4 0 2	27 62 38	8 18 23	X	13	5	12	16	48	20
MAIN FUEL STRAINER (WAFFER TYPE) DISASSEMBLE	0-6 7-12 13+	44 44 55	29 69 31	15 22 30	30 44 43	44 24 17	7 6 3	4 7 7	41 37 25	30 21 10	19 8 8	7 10 8	4 0 0	4 2 6	30 38 29	44 25 32	X	16	5	9	21	39	26
HYDRAULIC SYSTEM FILTERS (BEO MODELS) REMOVE	0-6 7-12 13+	44 59 60	32 89 45	28 48 36	41 31 38	25 15 24	3 2 0	3 2 2	23 27 27	35 27 27	6 11 11	26 10 8	0 0 0	6 5 2	32 29 42	16 24 30	X	14	3	7	17	37	36
TRANSMISSION ASSEMBLY SERVICE	0-6 7-12 13+	44 48 45	25 72 24	8 19 29	25 37 33	4 31 21	4 13 13	8 4 4	44 39 22	36 22 21	8 10 7	4 7 4	0 0 0	4 0 4	36 33 39	24 28 43	X	24	4	10	13	37	36
COLLECTIVE LEVERS REMOVE	0-6 7-12 13+	44 64 56	23 75 29	33 66 64	48 23 25	19 11 11	0 0 0	0 0 0	19 14 16	48 32 32	19 15 10	10 5 5	0 0 0	0 1 0	52 29 43	19 26 31	X	9	6	17	26	25	26
CYCLIC CONTROL TUBES TROUBLESHOOT	0-6 7-12 13+	43 60 57	20 69 30	41 44 30	47 44 56	26 12 11	5 0 4	0 3 0	17 16 34	50 34 22	22 11 6	11 13 6	0 0 0	6 14 5	50 33 23	11 6 7	X	6	10	26	40	19	5
COLLECTIVE PITCH CONTROL TUBES OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	43 55 52	24 63 31	50 64 54	25 21 39	17 16 7	4 0 7	0 0 0	13 18 34	46 34 32	17 11 5	8 5 5	0 0 0	17 10 3	43 34 31	26 43 45	X	6	5	8	29	36	23

Task	MECHANICS AND CREWMEN										SUPERVISORS													
	Months of UH-1 Mainte- nance Experi- ence	Percent of Perform- ing or Assisti- ng	Number of 67N2s Perform- ing Task	# Times Performed Past Month (%)					First Performance After Award of 67N2 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Satisfy New 67N2 Must Be Able To Perform At Once With Little Direction X>20% 0<20%	Amount of Direction Required by New 67N2 (%)				
				1-0 2-12 3-16 4-7-10 5-11+	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent	0- Not observed or task not performed 1- Constant direction 2- Much direction 3- Some direction 4- Little direction 5- No direction	0 1 2 3 4 5	0 1 2 3 4 5	0 1 2 3 4 5											
FIRST AID KITS INSTALL	0-6 7-12 13+	43 75 79	30 112 59	17 21 16	40 39 42	33 24 20	7 4 5	3 12 11	23 36 21	30 15 15	27 16 11	10 11 --	0 0 0	3 3 0	30 20 25	47 49 54	X	2	1	2	5	22 70		
TAIL BOOM REMOVE	0-6 7-12 13+	43 63 71 44	27 71 21	56 45 53	33 48 32	11 6 11	2 0 5	0 0 0	15 13 --	41 26 --	15 14 --	15 4 --	4 1 0	8 3 0	31 35 25	19 22 20	X	28	8	17	26 31	18		
MAIN FUEL STRAINER (WAFFER TYPE) ASSEMBLE	0-6 7-12 13+	43 44 60	28 67 31	15 21 27	31 46 47	42 7 13	8 3 7	4 7 3	42 36 --	31 25 --	19 20 --	4 11 --	4 8 --	0 0 0	4 6 2	46 32 35	X	17	5	11	18 40	26		
TRANSMISSION EXTERNAL OIL FILTER OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	43 64 68	29 82 48	14 42 40	36 34 35	32 16 19	11 7 5	7 1 2	33 37 --	33 28 --	15 13 --	11 15 --	7 8 --	0 0 0	4 3 0	36 38 39	X	5	3	4	22 40	31		
MAIN ROTOR ASSEMBLY OBTAIN SERVICEABLE BLADES	0-6 7-12 13+	43 55 57	18 57 27	47 29 57	26 22 22	24 2 0	0 0 0	0 0 0	18 22 --	35 39 --	24 15 --	18 15 --	6 9 --	0 0 0	0 4 0	35 35 42	X	8	4	8	25 35	28		
STABILIZER BAR DAMPERS SERVICE	0-6 7-12 13+	43 54 59	26 80 34	44 62 65	24 30 24	24 8 12	0 0 0	0 0 0	44 20 --	40 35 --	16 23 --	6 15 --	0 7 --	0 0 0	4 3 0	52 38 29	X	4	5	9	33 31	21		
TAIL ROTOR PITCH CONTROL MECHANISM REMOVE	0-6 7-12 13+	42 73 74	25 98 44	20 45 45	40 36 41	28 12 7	12 2 2	0 4 5	28 22 --	32 42 --	4 18 --	12 10 --	0 9 --	0 0 0	12 5 5	40 45 48	X	2	6	17	30 32	16		
SYNCHRONIZED ELEVATOR ADJUST	0-6 7-12 13+	42 56 52	23 72 28	40 50 73	45 41 19	15 7 4	0 0 0	0 1 4	19 13 --	29 29 --	10 33 --	14 17 --	0 7 0	0 1 0	0 13 7	38 40 43	X	6	8	19	46 22	6		
SYNCHRONIZED ELEVATOR REMOVE	0-6 7-12 13+	42 80 66	23 107 37	35 56 53	57 30 32	9 11 6	0 2 9	0 1 0	17 20 --	52 38 --	13 20 --	9 13 --	9 9 --	0 0 0	13 6 3	35 28 49	X	4	3	8	31 34	24		
LANDING GEAR SKID TUBE ASSEMBLY REMOVE	0-6 7-12 13+	42 70 66	23 85 43	52 62 61	39 34 34	9 4 5	0 0 0	0 0 0	9 18 --	48 40 --	17 22 --	13 11 --	13 9 --	0 0 0	4 7 0	39 34 51	X	6	3	13	26 38	20		
FUEL CONTROL UNIT REPAIR BY REPLACING FILTER & O-RINGS	0-6 7-12 13+	42 44 58	24 63 44	4 27 28	50 39 30	8 22 25	8 8 3	15	25 30 --	25 23 --	17 23 --	25 8 --	8 10 --	0 0 0	0 7 2	33 26 37	X	17	8	17	20 35	20		
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN) REMOVE	0-6 7-12 13+	42 47 52	23 64 30	32 63 48	55 24 34	5 10 14	9 3 0	0	23 8 --	41 32 --	18 29 --	9 23 --	9 8 --	0 0 0	0 16 3	41 34 34	X	9	10	15	30 31	14		
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) INSTALL	0-6 7-12 13+	42 68 61	24 87 43	39 69 74	48 25 18	13 6 5	0 0 3	0	13 8 --	39 32 --	26 32 --	17 19 --	4 9 --	0 0 0	4 5 3	39 35 26	X	4	7	17	27 30	20		

MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) ASSEMBLE	0-6	42	27	28	68	0	0	4	24	36	24	12	4	0	0	60	24	16	X	11	8	23	27	27	15
	7-12 13+	52 54	81 32	39 43	46 47	10 7	3 3	3 3	30 30	26 25	25 13	6 6	0 0	0 0	5 28	36 33	31 33								
CYCLIC CONTROL TUBES RIG TO CYCLIC CONTROLS	0-6	41	19	5	74	16	0	0	39	39	11	6	6	0	11	50	28	11	X	6	18	25	35	19	4
	7-12 13+	62 63	79 32	38 43	10 47	1 7	0 0	0 3	23 --	33 --	29 --	10 --	5 --	0 --	0 13	43 33	36 13								
TAIL ROTOR CONTROL CABLES OBTAIN SERVICEABLE REPLACEMENT	0-6	41	24	26	39	26	4	4	21	33	25	8	13	0	17	33	33	17	X	4	6	8	24	39	23
	7-12 13+	63 63	83 42	55 38	27 35	14 13	4 3	0 3	22 --	41 --	12 --	12 --	8 --	0 --	8 5	45 38	32 40	15 17							
TAIL ROTOR CONTROL PULLEYS REMOVE	0-6	41	29	26	67	7	0	0	12	28	44	12	4	0	4	40	28	28	X	3	2	9	24	43	22
	7-12 13+	58 56	95 38	55 65	39 18	3 15	3 0	0 0	16 --	30 --	29 --	15 --	10 --	0 --	10 5	33 24	39 43	18 27							
ENGINE OIL COOLER INSTALL	0-6	41	21	42	58	0	0	0	16	58	16	5	5	0	0	47	42	11	X	17	4	19	25	31	21
	7-12 13+	40 35	56 17	78 88	18 0	4 13	0 0	0 0	10 --	31 --	37 --	16 --	6 --	0 --	11 6	45 25	25 18								
STABILIZER BAR RIG TO FLIGHT CONTROLS	0-6	41	14	50	29	21	0	0	7	57	14	14	7	0	0	43	36	21	X	15	14	30	28	20	8
	7-12 13+	57 52	58 28	57 58	31 33	9 8	2 0	0 0	16 --	34 --	23 --	16 --	11 --	0 --	4 4	46 20	34 60	16 16							
STABILIZER BAR DAMPERS RIG TO FLIGHT CONTROLS	0-6	41	23	35	52	13	0	0	13	43	13	22	9	4	4	17	57	17	X	4	14	26	25	27	8
	7-12 13+	70 65	87 40	51 53	33 39	15 6	3 0	0 0	17 --	35 --	22 --	16 --	11 --	1 0	1 4	30 20	27 46	34 34							
TAIL ROTOR CONTROL TUBES INSTALL	0-6	40	24	50	33	13	0	4	21	33	17	13	17	0	4	33	50	13	X	3	7	10	26	41	16
	7-12 13+	62 63	82 46	49 63	30 26	14 2	3 2	7 7	21 --	41 --	19 --	8 --	12 --	0 --	10 9	41 40	33 38	15 13							
TRANSMISSION SUMP PLUG REMOVE	0-6	40	26	29	38	25	4	4	29	50	8	8	4	0	4	33	33	29	X	6	3	5	14	38	40
	7-12 13+	33 34	49 22	49 48	36 33	11 10	4 0	0 10	30 --	26 --	21 --	17 --	6 --	0 0	6 32	29 27	31 41								
SWASHPLATE & SUPPORT ASSEMBLY SERVICE	0-6	40	21	16	26	42	11	5	32	42	16	11	0	0	5	42	42	11	X	9	5	10	25	34	25
	7-12 13+	58 56	82 29	31 31	38 34	22 21	7 10	3 3	22 --	35 --	19 --	14 --	9 --	0 --	3 3	28 21	31 41	31 34							
CYCLIC CONTROL STICK INSTALL	0-6	39	14	57	43	0	0	0	14	57	21	7	0	0	7	43	36	14	X	6	13	15	31	32	9
	7-12 13+	57 53	70 31	67 60	23 33	9 3	0 0	2 3	17 --	31 --	36 --	9 --	7 --	0 --	21 11	43 39	27 39	9 11							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY ADJUST	0-6	39	20	40	40	20	0	0	20	35	30	10	5	0	25	25	40	10	X	8	9	24	34	27	6
	7-12 13+	59 57	68 34	33 50	39 28	20 13	3 6	0 0	20 --	42 --	22 --	12 --	5 --	2 0	11 13	45 38	31 13								
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY SERVICE	0-6	39	24	21	58	13	4	4	26	39	22	9	4	4	17	25	38	17	X	2	4	11	19	41	24
	7-12 13+	66 64	81 36	32 26	53 24	20 35	11 15	5 0	30 --	35 --	13 --	14 --	8 --	0 --	1 0	6 19	42 48	35 23							
TAIL BOOM INSTALL	0-6	39	19	32	58	11	0	0	17	44	22	11	6	0	0	44	50	6	X	28	9	19	26	28	18
	7-12 13+	58 39	62 15	62 80	28 20	7 0	2 0	0 0	11 --	28 --	31 --	21 --	8 --	0 --	5 7	47 33	15 33								
IRREVERSIBLE VALVES (B & O MODELS) REMOVE	0-6	39	19	21	63	5	11	0	22	56	11	6	6	0	0	33	50	17	X	18	5	9	26	38	22
	7-12 13+	56 48	85 24	55 67	33 21	8 8	4 0	4 0	1 --	20 --	35 --	17 --	4 --	0 --	4 17	40 21	15 29								
TRANSMISSION ASSEMBLY INSTALL	0-6	39	21	33	48	14	5	0	14	57	19	10	0	0	10	52	24	14	X	40	15	20	26	28	11
	7-12 13+	52 38	63 19	58 63	37 26	5 11	0 0	0 0	17 --	25 --	28 --	18 --	12 --	2 0	3 0	45 39	34 50	16 11							

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS													
	Months of UH-1 Maintenance Logbook Entry	Percent Performing or Assisting	Number of (GIN)OS Performing Task	# Times Performed Past Month(s)					First Performance After Award of GIN20 Duty MOS (%)					Your Proficiency In Performing Task (%)	% Satisfying New GIN20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New GIN20 (%)								
				Past Month(s)					Award of GIN20 Duty MOS (%)															
				1-0	1-1	1-2	1-3	1-4	1-5	1-1st month	2-2nd of 3rd month	3-4th to 6th month	4-7th to 12th month				5-After 12 months	1-Poor	2-Fair	3-Good	4-Very Good	5-Excellent		
0-6	7-12	13+	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	0	1	2	3	4	5	
INTERMEDIATE GEAR BOX (A2 DES. REAR 90X) INSTALL	0-6 7-12 13+	39 57 50	25 93 31	33 76 67	50 22 27	13 3 7	4 0 0	6 0 0	32 15 --	35 27 --	26 17 --	12 15 --	0 9 --	X	O < 20%	5	6	16	24	31	23			
STABILIZER BAR SERVICE	0-6 7-12 13+	39 44 47	23 58 22	14 31 33	52 22 29	24 11 33	10 7 5	0 1 1	0 7 --	32 28 --	27 21 --	5 13 --	5 7 --	X	O < 20%	10	5	10	27	35	23			
CYCLIC CONTROL STICK - 1/2 IN CYCLIC CONTROLS	0-6 7-12 13+	33 52 51	15 73 24	33 51 57	53 35 39	13 13 0	0 0 0	0 0 0	23 17 --	46 39 --	16 32 --	0 7 --	0 2 --	X	O < 20%	10	18	25	42	33	7			
TAIL ROTOR PITCH CONTROL MECHANISM - OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	38 59 65	23 90 38	32 46 43	23 16 38	9 3 8	5 3 0	0 0 0	13 17 --	56 36 --	16 32 --	0 15 --	0 5 --	X	O < 20%	2	6	8	23	41	23			
HYDRA SEATS - ASSEMBLY	0-6 7-12 13+	34 54 65	25 75 50	20 30 38	44 26 31	20 17 24	4 9 2	0 0 0	12 17 --	22 36 --	30 31 --	0 15 --	0 4 --	X	O < 20%	13	1	2	11	31	55			
HYDRA - INSTALL	0-6 7-12 13+	38 47 50	20 67 31	37 64 69	58 30 28	0 3 0	0 0 0	0 0 0	0 15 --	32 32 --	5 14 --	0 0 --	0 5 --	X	O < 20%	6	3	7	19	33	31			
MAIN FUEL FILTER ASSEMBLY (A1FC 1/2) TYPE - REMOVE	0-6 7-12 13+	34 54 54	23 71 31	35 33 40	35 20 47	4 7 7	4 0 0	0 0 0	17 17 --	45 35 --	16 25 --	0 7 --	0 4 --	X	O < 20%	14	5	7	19	40	31			
INVERTIBLE VALVES (A2) (A) MODEL - INSTALL	0-6 7-12 13+	38 61 54	26 80 34	56 65 68	40 24 16	4 9 3	0 1 0	0 0 0	22 26 --	32 32 --	15 15 --	0 0 --	0 1 --	X	O < 20%	14	9	13	25	32	22			
TRANSMISSION CHIP LIFTATOR (A2) (A) ELECT. SW - TROUBLESHOOT	0-6 7-12 13+	34 34 32	19 43 30	35 51 56	24 37 33	12 7 6	0 0 0	0 0 0	14 23 --	47 25 --	16 27 --	0 0 --	0 0 --	X	O < 20%	12	9	18	27	25	29			
MAIN ROTOR MAST ASSEMBLY - OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	38 37 33	17 44 17	29 31 76	53 31 18	6 5 6	0 0 0	0 0 0	31 17 --	25 25 --	31 33 --	0 7 --	0 2 --	X	O < 20%	30	5	7	24	34	30			
TAIL ROTOR ASSEMBLY - TROUBLESHOOT	0-6 7-12 13+	33 52 62	15 42 32	13 24 26	40 18 33	7 15 11	0 0 0	0 0 0	21 27 --	50 41 --	14 26 --	0 7 --	0 2 --	X	O < 20%	6	14	21	36	22	7			
CYCLIC CONTROL STICK - TROUBLESHOOT	0-6 7-12 13+	37 43 51	17 42 26	35 46 44	29 18 44	6 8 6	0 0 0	0 0 0	2 12 --	75 21 --	0 36 --	0 10 --	0 0 --	X	O < 20%	9	19	25	38	16	7			
COLLECTIVE PITCH & POWER CONTROL LEVER - REMOVE	0-6 7-12 13+	37 55 53	17 74 22	18 55 50	82 32 50	0 11 0	0 1 0	0 0 0	20 6 --	40 31 --	33 37 --	7 18 --	0 0 --	X	O < 20%	6	9	16	29	32	15			



MAIN FUEL LINE STRAINER (LAST CHANCE) INSTALL	0-6 7-12 13+	37 45 49	25 67 25	39 31 30	39 23 22	0 8 4	0 2 4	33 30 30	29 35 17	21 13 5	8 13 5	0 0 0	8 36 33	29 25 29	x	10	5	12	9	46	28
ENGINE OIL FILTER OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	37 51 43	20 80 26	32 39 38	32 16 50	0 3 4	11 5 4	39 34 23	56 22 13	0 6 8	0 0 0	0 5 0	6 32 35	39 30 27	x	4	3	5	21	40	31
TAIL ROTOR CONTROL HYDRAULIC CYLINDER INSTALL	0-6 7-12 13+	37 55 54	22 72 27	36 68 63	55 26 11	0 0 0	0 2 0	19 9 28	48 36 18	10 5 9	5 9 9	0 0 0	14 37 19	38 24 44	x	4	6	13	24	39	19
TRANSMISSION LIFT LINK REMOVE	0-6 7-12 13+	37 52 32	24 77 19	42 58 84	13 36 11	0 6 5	0 0 0	30 16 26	43 27 21	13 10 10	9 4 4	0 0 0	4 3 5	39 39 42	x	34	5	18	26	33	18
STABILIZER BAR DISASSEMBLE	0-6 7-12 13+	37 41 41	18 38 21	39 56 56	50 12 33	0 6 11	0 0 0	6 22 33	56 33 19	11 6 14	6 14 14	0 0 0	11 0 0	39 42 53	x	57	17	15	38	25	6
SCISSORS AND SLEEVE ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	37 48 46	20 58 25	16 60 67	53 33 21	5 0 13	5 0 0	29 15 37	47 24 15	12 9 9	0 9 9	0 5 0	6 38 36	33 20 32	x	8	6	4	26	35	29
SWASHPLATE & SUPPORT ASSEMBLY RIG TO FLIGHT CONTROLS	0-6 7-12 13+	37 54 51	12 48 24	45 59 59	45 36 32	9 5 5	0 0 0	17 9 10	42 35 26	25 17 16	17 16 16	0 0 0	8 50 33	33 25 22	x	13	17	31	21	21	10
CYCLIC CONTROL STICK REMOVE	0-6 7-12 13+	36 59 60	14 68 34	54 53 65	38 42 32	8 5 3	0 0 0	8 10 44	31 44 26	15 10 9	23 9 9	0 0 0	15 10 6	38 35 34	x	6	8	15	26	37	14
ENGINE TAIL PIPE FAIRING (COUPLING) INSTALL	0-6 7-12 13+	36 53 52	23 86 30	17 28 31	30 16 52	9 6 10	4 3 3	32 39 24	32 27 15	5 6 6	5 6 6	0 0 0	9 4 3	36 32 30	x	6	2	3	16	33	46
SYNCHRONIZED ELEVATOR *RIG TO CYCLIC CONTROLS	0-6 7-12 13+	36 55 60	33 125 58	45 64 67	48 26 24	6 9 6	2 2 2	16 13 29	32 38 16	6 5 5	13 18 19	0 1 0	10 6 3	39 42 27	x	5	12	19	41	24	3
LANDING GEAR CROSS TUBE INSPECT FOR DEFLECTION	0-6 7-12 13+	36 55 66	19 67 42	32 40 50	42 22 14	5 8 16	0 11 11	11 22 28	42 25 15	11 15 11	5 11 11	0 0 0	16 5 3	37 29 23	x	3	5	17	29	34	15
ENGINE INDUCTION BAFFLE REMOVE	0-6 7-12 13+	36 46 48	19 62 32	6 31 7	44 27 50	11 2 29	11 4 4	28 52 23	22 13 7	17 7 5	6 5 5	0 0 0	0 3 7	39 43 38	x	18	2	8	20	34	36
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN) INSTALL	0-6 7-12 13+	36 55 48	18 66 33	61 40 70	22 30 3	11 7 3	0 0 0	11 11 34	61 34 18	11 3 3	17 3 3	0 0 0	6 11 3	39 37 13	x	9	10	21	27	30	12
ENGINE OIL LINES REMOVE	0-6 7-12 13+	36 35 46	20 40 28	30 67 58	50 21 25	5 10 17	0 3 0	11 20 33	42 20 15	16 13 13	5 13 13	0 0 0	15 5 4	40 35 40	x	15	2	7	15	47	29
TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL) *REPAIR BY REPLACING O-RINGS	0-6 7-12 13+	36 42 47	41 119 61	32 53 29	45 31 51	13 8 11	5 3 7	37 29 28	39 21 14	11 8 8	5 8 8	0 0 0	5 7 4	32 31 27	x	7	2	11	25	31	31
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES DISASSEMBLE	0-6 7-12 13+	36 37 39	18 44 22	50 62 59	13 24 35	31 7 6	6 5 0	18 19 29	35 29 29	12 14 10	29 10 10	0 0 0	0 7 0	22 31 39	x	46	9	19	42	15	15

Task	MECHANICS AND CREWMEN										SUPERVISORS									
	Month of UH-1 Mission	Percent of Performance	Number of B/N205 Performing Task	Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)	Your Proficiency in Performing Task (%)	Saying Must Be Able To Perform At Once With Little Direction	Saying Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)							
				1-0	1-1	2-2	3-3	4-4					5-5	0-20%	21-40%	41-60%	61-80%	81-100%		
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES	0-6	36	20	50	17	26	6	0	16	32	16	26	11	0	0	26	47	26		
	7-12	37	45	60	26	7	5	2	16	33	30	12	9	0	7	35	40	19		
	13+	38	22	59	35	6	0	0	16	33	30	12	9	0	0	44	28	25		
COLLECTIVE LEVERS DISASSEMBLE	0-6	36	16	40	40	20	0	0	20	53	20	0	7	0	0	40	47	13		
	7-12	49	53	60	34	6	0	0	12	26	36	12	14	0	0	31	47	22		
	13+	42	22	67	29	5	0	0	12	26	36	12	14	5	5	27	36	27		
COLLECTIVE LEVERS ASSEMBLE	0-6	36	17	38	44	19	0	0	25	44	19	6	6	0	0	44	44	13		
	7-12	51	55	60	33	5	0	0	12	29	35	12	12	0	0	33	45	21		
	13+	44	22	77	14	9	0	0	12	29	35	12	12	0	0	23	36	32		
TAIL MOTOR ASSEMBLY	0-6	36	23	18	36	32	5	9	17	39	22	13	9	0	4	35	48	13		
	7-12	59	92	30	30	33	7	1	29	29	27	10	4	0	1	37	38	23		
	13+	61	31	30	43	17	7	1	29	29	27	10	4	0	0	30	37	33		
COLLECTIVE PITCH & POWER CONTROL LEVER TRIM/SHORT	0-6	35	17	25	50	25	0	0	31	50	6	6	6	0	6	56	19	19		
	7-12	47	51	44	40	13	2	2	33	40	13	6	6	0	18	41	35	6		
	13+	49	19	26	47	26	6	0	33	40	13	6	6	0	0	61	33	6		
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY	0-6	35	19	25	50	19	0	0	15	54	15	8	8	0	15	38	38	8		
	7-12	44	70	54	32	11	0	3	15	32	35	9	9	1	13	34	29	22		
	13+	43	19	44	39	11	6	0	15	32	35	9	9	6	0	29	47	18		
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY REMOVE	0-6	35	19	18	59	18	0	6	7	57	29	7	0	0	29	29	29	14		
	7-12	42	74	54	24	18	3	1	14	32	38	8	8	0	15	43	26	16		
	13+	46	23	41	27	18	9	5	14	32	38	8	8	0	0	38	43	19		
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY INSTALL	0-6	35	18	44	22	33	0	0	22	28	22	17	11	0	17	22	44	17		
	7-12	51	62	38	38	14	7	3	16	38	20	16	10	2	10	37	35	17		
	13+	52	31	38	31	21	7	3	16	38	20	16	10	6	11	22	52	15		
FORCE GRADIENT ASSEMBLIES REMOVE	0-6	35	21	43	52	0	5	0	10	50	40	0	0	0	10	55	30	5		
	7-12	56	86	59	30	10	1	0	5	35	35	16	9	0	8	36	40	16		
	13+	58	38	62	29	9	0	0	5	35	35	16	9	0	5	32	32	27		
TRANSMISSION COWLING ADJUST	0-6	35	17	29	29	29	0	12	31	31	25	13	0	0	7	40	40	13		
	7-12	35	50	36	36	16	4	9	27	23	25	17	8	0	8	29	39	24		
	13+	49	24	61	17	17	0	4	27	23	25	17	8	0	4	33	33	29		
LANDING GEAR CROSS TUBE INSTALL	0-6	35	16	50	44	6	0	0	33	47	7	13	0	0	13	53	13	20		
	7-12	55	73	70	21	9	0	0	10	36	25	22	7	3	5	30	38	23		
	13+	49	23	67	24	10	0	0	10	36	25	22	7	0	9	26	17	48		
ENGINE INDUCTION BAFFLE INSTALL	0-6	35	19	11	28	33	17	11	47	12	24	12	6	0	6	35	53	6		
	7-12	31	44	25	35	13	15	13	37	24	24	7	7	0	5	17	44	34		
	13+	50	28	30	19	37	0	15	37	24	24	7	7	0	4	29	25	43		
OIL COOLER TURBO-BLOWER INSTALL	0-6	35	19	29	71	0	0	0	12	35	24	18	12	0	6	29	47	18		
	7-12	42	59	72	24	4	0	0	13	35	29	15	9	0	9	41	34	16		
	13+	42	74	78	17	4	0	0	13	35	29	15	9	0	9	26	30	35		

CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	35 54 48	21 70 25	38 59 50	43 29 36	19 11 14	0 2 0	0 20 --	40 32 --	20 25 --	15 12 --	5 11 --	0 0 0	14 5 0	38 38 26	24 29 26	X	6 5 4	26 38 26		
	0-6 7-12 13+	35 60 63	14 75 39	38 76 69	62 21 23	0 1 9	0 1 0	0 13 --	36 32 --	14 35 --	14 14 --	14 7 --	0 0 0	0 6 8	43 38 35	50 31 32	X	4 4 4	10 26 34	25	
	0-6 7-12 13+	35 56 56	18 75 42	56 59 59	22 23 24	17 11 8	6 4 5	0 3 3	28 24 --	33 24 --	22 15 --	6 8 --	11 0 --	0 0 0	0 5 3	41 35 38	24 30 32	X	11 5 5	9 30 35	22
TRANSMISSION OIL JETS REPAIR BY REPLACING O-RINGS	0-6 7-12 13+	35 46 41	18 63 25	56 65 75	22 33 21	17 2 4	6 0 0	28 18 --	33 35 --	22 28 --	6 13 --	11 5 --	0 0 0	0 2 0	41 36 4	35 38 24	X	5 3 56	7 23 20	36 31 33	22
	0-6 7-12 13+	35 39 40	16 39 21	38 57 56	50 26 33	13 11 0	0 6 0	6 22 --	50 32 --	25 22 --	13 11 --	6 14 --	0 0 0	0 0 0	13 0 0	38 38 19	X	56 17 66	20 33 31	24 6	
	0-6 7-12 13+	35 22 36	18 21 16	24 45 40	59 25 40	0 5 13	0 7 0	18 33 --	50 33 --	13 33 --	19 0 --	0 0 --	0 0 0	0 0 0	13 37 44	50 32 19	X	66 31 8	19 31 2	14 5	
TAIL ROTOR ASSEMBLY ASSEMBLE HUB ASSEMBLY	0-6 7-12 13+	34 50 56	18 50 29	35 58 64	41 22 21	6 20 11	0 0 4	6 4 --	39 33 --	17 17 --	17 15 --	0 7 --	6 16 0	6 0 0	12 47 33	24 12 19	X	8 18 11	19 38 31	22 3	
	0-6 7-12 13+	34 41 44	17 63 24	65 61 68	35 34 23	0 5 5	0 0 0	13 6 --	56 33 --	25 30 --	6 17 --	6 13 --	0 2 0	0 0 0	75 37 9	25 41 22	X	11 4 7	14 31 2	19 33 3	
	0-6 7-12 13+	34 62 59	20 82 42	28 38 42	39 21 25	6 12 3	11 5 6	17 37 2	28 33 --	33 17 --	11 12 --	6 12 --	0 0 0	0 5 3	44 25 26	17 28 32	X	7 2 3	3 13 4	48 35	
PILOT OR COPILOT SEAT ADJUST	0-6 7-12 13+	34 40 52	22 62 31	33 61 59	52 27 31	10 9 7	5 4 3	0 25 --	45 30 --	30 13 --	5 10 --	0 10 --	0 0 0	0 0 0	45 32 30	25 27 33	X	3 3 29	8 17 4	31 41 44	35
	0-6 7-12 13+	34 32 35	23 49 19	35 44 53	39 33 47	22 20 0	4 0 0	14 19 --	68 28 --	9 26 --	5 17 --	5 11 --	0 0 0	0 4 5	45 29 42	36 38 26	X	29 4 14	4 12 22	44 26	
	0-6 7-12 13+	34 44 56	19 71 34	47 35 47	35 19 9	0 3 3	0 1 1	24 31 --	59 28 --	12 24 --	6 12 --	0 6 --	0 0 0	0 3 6	41 36 3	24 28 38	X	14 6 6	4 22 4	42 26	
HYDRAULIC SYSTEM FILTERS (800 MODELS) OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	34 45 44	20 59 26	16 69 68	53 22 28	11 6 0	5 2 4	16 21 --	58 34 --	16 27 --	5 14 --	5 4 --	0 0 0	0 0 0	5 4 4	47 30 33	X	6 5 7	6 25 15	35 29	
	0-6 7-12 13+	33 46 45	17 40 16	40 30 47	13 25 33	7 0 7	0 5 0	25 12 --	31 34 --	19 15 --	13 15 --	13 10 --	0 0 0	0 0 0	44 7 0	44 39 40	X	7 15 4	21 40 8	21 3	
	0-6 7-12 13+	33 47 45	16 20 20	47 50 58	33 34 32	13 10 5	7 3 0	21 16 --	36 31 --	7 29 --	7 9 --	7 9 --	0 0 0	0 13 0	43 47 35	36 25 15	X	4 5 3	8 25 11	38 24	
TAIL ROTOR CONTROL TUBES OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	33 60 55	22 85 33	57 61 58	33 28 26	10 8 6	0 4 6	14 20 3	48 34 --	14 28 --	15 11 --	5 8 --	0 0 0	0 5 5	55 33 32	32 44 26	X	3 4 4	11 24 41	20	
	0-6 7-12 13+	33 47 45	16 20 20	47 50 58	33 34 32	13 10 5	7 3 0	21 16 --	36 31 --	7 29 --	7 9 --	7 9 --	0 0 0	0 13 0	43 47 35	36 25 15	X	4 5 3	8 25 11	38 24	
	0-6 7-12 13+	33 60 55	22 85 33	57 61 58	33 28 26	10 8 6	0 4 6	14 20 3	48 34 --	14 28 --	15 11 --	5 8 --	0 0 0	0 5 5	55 33 32	32 44 26	X	3 4 4	11 24 41	20	

Task	MECHANICS AND CREWMEN										SUPERVISORS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 6/120s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 6/120 Duty MOS (%)					Your Proficiency In Performing Task (%)					% Saying New 6/120 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 6/120 (%)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
JUMP SEATS ASSEMBLY	0-6	33	20	30	25	20	5	16	26	42	16	0	0	5	16	32	47																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						

JUMP SEATS DISASSEMBLE	0-6 7-12 13+	32 39 56	18 57 44	22 23 44	33 36 15	22 19 21	17 4 13	6 19 8	12 29 24	24 18 15	41 24 15	24 15 15	0 15 15	0 0 0	6 2 0	12 21 0	29 32 21	53 45 41	X	25	1	2	14	22	60
TROOP SEATS DISASSEMBLE	0-6 7-12 13+	32 50 57	21 71 46	24 28 44	43 28 20	24 17 29	0 9 2	10 17 5	21 34 20	21 23 9	32 23 23	26 9 14	0 14 0	0 0 0	5 3 0	26 21 24	32 29 38	37 47 38	X	20	1	2	11	27	58
PILOT OR COPILOT OODOR SERVICE	0-6 7-12 13+	32 59 66	17 77 42	12 25 32	65 47 47	18 18 16	6 4 0	7 34 5	24 34 25	18 22 8	24 11 11	24 11 11	0 0 0	0 0 0	12 5 3	29 30 16	18 30 45	41 34 37	X	2	3	3	10	39	45
SYNCHRONIZED ELEVATOR OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	32 46 44	16 53 23	27 32 76	73 8 19	0 5 0	0 2 5	0 18 5	21 23 37	57 37 18	21 18 5	0 5 0	0 0 0	0 0 0	7 10 4	29 31 26	50 39 30	14 21 39	X	6	3	5	23	39	30
INDUCTION SYSTEM AIR FILTER OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	32 39 51	19 61 31	24 48 66	65 35 14	6 7 14	0 2 7	6 7 7	39 18 24	28 38 11	17 9 11	6 9 11	6 9 11	0 2 0	6 2 0	44 23 30	22 44 47	28 47 44	X	5	3	8	20	38	32
ENGINE OIL TANK INSTALL	0-6 7-12 13+	32 41 45	18 55 22	44 72 82	50 26 14	0 2 5	0 0 0	6 0 0	0 13 35	29 27 21	53 12 6	12 6 4	6 4 0	0 0 0	6 0 9	35 44 23	53 27 41	6 25 41	X	8	3	7	18	38	34
ENGINE CHIP DETECTOR PLUG (ELECTRICAL) OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	32 36 45	18 57 27	6 59 63	69 16 22	13 7 4	6 2 4	6 0 4	38 27 22	31 31 11	19 6 9	6 9 11	6 9 11	6 9 11	0 2 0	31 29 19	31 36 34	31 34 37	X	3	4	5	20	40	31
TRANSMISSION PYLON ISOLATION MOUNT REMOVE	0-6 7-12 13+	32 47 29	12 48 16	42 61 86	25 23 7	33 14 0	0 2 7	0 0 0	15 24 37	33 17 7	8 7 7	8 7 7	8 7 7	0 0 0	8 4 14	58 30 39	17 26 14	17 14 14	X	32	10	13	33	32	12
TRANSMISSION MAGNETIC SUMP PLUG OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	32 39 45	18 44 30	50 68 40	33 13 40	0 11 12	6 5 4	11 3 4	28 36 31	11 14 5	11 14 5	11 14 5	11 14 5	0 0 0	6 5 0	50 36 19	22 24 42	22 24 38	X	9	4	6	25	32	33
STABILIZER BAR DAMPERS OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	32 53 52	16 73 30	31 77 66	56 17 28	13 5 3	0 2 3	0 0 0	31 13 13	44 34 30	0 16 7	25 7 7	0 7 0	0 0 0	7 4 0	33 37 33	47 34 33	13 24 33	X	5	6	5	27	35	26
SWASHPLATE & SUPPORT ASSEMBLY DISASSEMBLE	0-6 7-12 13+	32 35 38	10 50 15	50 48 30	50 48 62	0 3 0	0 0 0	0 14 32	20 29 29	10 18 7	6 10 10	6 10 10	6 10 10	0 0 0	0 0 0	60 54 30	10 29 18	10 14 14	X	59	22	26	24	22	6
CYCLIC CONTROL STICK REPAIR	0-6 7-12 13+	31 42 40	16 48 22	19 52 48	63 43 48	13 5 5	6 0 0	0 0 0	7 17 23	21 43 43	7 6 11	7 6 11	7 6 11	0 0 0	7 21 10	36 43 45	14 14 5	14 4 5	0	45	23	31	34	10	1
PILOT OR COPILOT SEAT * SERVICE	0-6 7-12 13+	31 53 54	35 153 71	24 26 37	36 42 42	30 3 17	6 3 2	6 4 3	28 32 29	34 21 9	25 9 9	6 9 9	6 9 9	0 1 2	9 3 2	41 25 21	25 35 42	33 36 33	X	7	2	3	16	33	47
ENGINE OIL FILTER TROUBLESHOOT	0-6 7-12 13+	31 42 46	14 54 32	21 40 18	36 34 29	21 23 14	14 4 4	7 30 28	21 28 21	14 9 11	14 11 11	14 11 11	14 11 11	0 4 0	7 7 0	21 22 2	64 33 39	7 7 7	X	14	8	14	32	30	16
TRANSMISSION PYLON ISOLATION MOUNT * INSTALL	0-6 7-12 13+	31 44 32	25 94 37	40 63 80	44 13 14	16 1 3	0 0 0	0 12 12	48 33 31	20 16 16	16 8 8	16 8 8	16 8 8	0 0 0	4 3 0	56 38 26	12 28 46	12 33 20	X	32	10	17	31	32	11
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	31 37 48	19 51 30	31 50 31	19 25 45	13 21 21	6 4 0	6 0 3	33 36 26	17 15 6	6 6 6	6 6 6	6 6 6	0 0 0	0 0 0	41 35 30	18 29 30	18 29 30	X	14	3	6	23	36	33

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS									
	Months of UH-1 Mission: 0-6 7-12 13+	Percent Performing of Assist-ing	Number of GYNs Performing Task	# Times Performed Past Month(s)					First Performance After Award of GYN Duty MOS (%)					Your Proficiency in Performing Task (%)					% Staying New GYNs Must Be Able To Perform At Once With Little Direction X > 20% O < 20%	Amount of Direction Required by New GYNs (%)
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		
TRANSMISSION LIFT LINK INSTALL	0-6 31 7-12 49 13+ 32		16 64 19	38 25 13	6 5 0	0 2 6	0 23 --	0 34 --	25 21 --	0 6 0	31 34 0	44 21 24	19 21 24	X	34	9	18	26	32	16
MAIN ROTOR MAST ASSEMBLY REPAIR	0-6 31 7-12 21 13+ 22		12 18 11	25 31 33	42 19 56	0 13 11	0 22 --	18 39 --	0 6 --	0 0 0	25 65 33	25 29 33	6 6 3	0	74	34	22	34	6	3
MAIN ROTOR ASSEMBLY TROUBLESHOOT	0-6 31 7-12 55 13+ 49		16 70 22	43 31 35	14 16 20	7 6 5	36 13 5	7 19 --	7 29 --	0 9 0	33 47 33	60 22 19	7 22 19	X	9	12	30	33	21	4
STABILIZER BAR OBTAIN SERVICEABLE REPLACEMENT	0-6 31 7-12 39 13+ 47		10 37 21	70 66 59	0 29 35	0 3 6	0 25 --	20 11 --	0 0 0	0 0 0	50 47 22	50 31 28	0 22 28	X	11	5	5	28	35	26
CYCLIC CONTROL STICK OBTAIN SERVICEABLE REPLACEMENT	0-6 10 7-12 51 13+ 51		16 72 28	50 61 56	25 35 41	0 1 4	0 18 --	21 28 --	14 4 --	0 0 0	43 39 52	14 18 12	9 10 17	X	33	13	25	31	26	6
I/R CONTROL PEDAL & ADJUSTER ASSEMBLY DISASSEMBLE	0-6 30 7-12 36 13+ 40		14 49 19	58 64 44	25 30 28	0 6 2	0 13 --	55 34 --	9 11 --	0 21 0	45 44 25	18 10 17	9 10 21	X	11	4	16	30	34	16
TAIL ROTOR CONTROL QUADRANT REMOVE	0-6 30 7-12 51 13+ 41		17 56 22	50 67 43	0 22 38	0 9 19	0 2 0	13 13 --	25 29 --	13 23 --	0 7 0	44 35 57	19 11 24	X	9	3	9	30	38	20
MAGNETIC BRAKE ASSEMBLY REMOVE	0-6 30 7-12 50 13+ 61		15 70 41	43 55 50	0 37 45	0 6 3	0 15 --	40 30 --	13 12 --	0 11 0	33 42 36	21 15 21	7 15 21	X	5	3	6	18	33	40
FIRE EXTINGUISHER OBTAIN SERVICEABLE REPLACEMENT	0-6 30 7-12 44 13+ 57		17 61 41	69 47 53	13 9 11	0 0 3	0 7 --	19 37 --	50 18 --	13 21 --	6 5 21	25 33 56	56 41 56	X	13	4	5	21	37	34
ENGINE INTAKE SCREEN (BIRD CAGE) OBTAIN SERVICEABLE REPLACEMENT	0-6 30 7-12 39 13+ 41		16 56 24	53 58 64	7 8 32	0 4 5	7 6 0	43 31 --	36 16 --	0 12 --	0 4 0	24 37 25	35 36 36	X	10	5	6	25	38	26
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN) OBTAIN SERVICEABLE REPLACEMENT	0-6 30 7-12 36 13+ 38		17 44 22	50 61 48	13 27 19	0 2 5	0 7 0	6 26 --	25 33 --	13 28 --	0 14 0	36 31 23	31 28 36	X	29	3	7	24	31	34
HYDRAULIC RESERVOIR * SERVICE	0-6 30 7-12 30 13+ 31		38 85 35	50 22 34	18 45 28	0 5 3	8 29 3	30 28 --	19 20 --	11 13 --	0 4 0	42 33 33	21 28 30	X	11	16	23	37	21	4
TAIL ROTOR CONTROL QUADRANT RIG TO TAIL ROTOR CONTROLS	0-6 29 7-12 50 13+ 40		14 56 19	62 57 42	8 21 32	0 8 0	0 15 --	31 23 --	46 27 --	8 12 --	0 15 0	36 41 33	14 11 11	X	11	16	23	37	21	4

TAIL ROTOR CONTROL QUORANT INSTALL	0-6 7-12 13+	29 41 35	10 52 16	44 58 87	33 36 13	22 4 0	0 2 0	0 8 --	22 44 --	11 38 --	22 14 --	0 4 --	0 0 0	0 14 6	22 41 38	44 29 44	33 16 13	X	11	10	19	31	26	14
	0-6 7-12 13+	29 54 53	18 76 30	41 64 57	41 24 29	18 10 7	0 1 4	0 23 4	18 34 --	24 29 --	18 9 --	6 6 --	0 4 0	0 4 0	6 39 25	39 39 43	17 21 29	X	5	6	7	25	40	23
	0-6 7-12 13+	29 56 72	17 79 52	12 15 16	41 44 45	18 17 20	12 4 6	18 20 12	12 27 --	24 17 --	24 17 --	6 10 --	0 0 --	0 0 0	0 4 0	18 25 28	35 42 52	47 22 52	X	6	3	4	11	29
FIRST AID KITS INSPECT FOR SEAL INTACT AND UNBROKEN	0-6 7-12 13+	29 48 49	18 56 28	44 72 75	50 24 25	6 4 0	0 0 0	0 0 0	17 9 --	28 24 --	22 38 --	11 20 --	0 4 0	0 4 0	6 39 27	44 20 31	11 31 31	X	8	2	6	19	40	33
	0-6 7-12 13+	29 43 43	20 60 28	20 54 44	50 29 36	25 13 16	0 2 0	5 0 4	30 26 --	25 28 --	10 30 --	5 9 --	0 7 0	0 0 0	5 26 0	35 40 46	15 26 31	X	33	4	10	29	30	27
	0-6 7-12 13+	29 47 47	17 58 25	35 67 65	35 25 22	6 7 13	0 0 0	0 0 0	31 24 --	44 20 --	6 13 --	6 5 --	0 0 0	0 4 4	0 29 0	41 38 17	18 29 46	X	20	5	5	24	41	25
HYDRAULIC SYSTEM FILTERS (BGO MODELS) DISASSEMBLE	0-6 7-12 13+	29 43 42	13 46 20	38 61 59	31 34 35	23 2 6	8 2 0	0 0 0	42 16 --	50 40 --	0 26 --	8 7 --	0 12 --	0 0 0	15 9 0	38 23 23	23 21 29	X	29	14	26	33	17	9
	0-6 7-12 13+	29 37 52	11 35 25	45 55 58	36 33 29	9 12 8	0 0 0	0 0 4	20 18 --	40 15 --	30 39 --	0 21 --	10 6 --	0 0 0	0 6 0	50 35 40	20 18 24	X	27	16	22	29	20	13
	0-6 7-12 13+	29 42 52	13 52 29	38 52 60	54 40 28	8 8 12	0 0 0	0 0 0	31 29 --	15 15 --	15 10 --	10 0 --	0 0 0	0 6 0	0 19 0	50 23 23	23 31 23	X	17	8	8	28	30	27
MAIN ROTOR ASSEMBLY OBTAIN SERVICEABLE HUB ASSEMBLY	0-6 7-12 13+	29 42 40	10 43 18	20 67 81	70 23 13	10 10 6	0 0 0	0 0 0	30 5 --	40 38 --	20 21 --	10 10 --	0 0 0	0 0 0	0 44 44	11 21 24	11 21 24	X	15	15	25	29	17	14
	0-6 7-12 13+	29 55 64	19 85 42	28 68 56	67 29 39	6 3 2	0 0 0	0 0 0	22 12 --	44 23 --	28 37 --	6 17 --	0 10 --	0 2 0	0 33 2	44 28 36	28 36 45	X	12	3	10	12	34	41
	0-6 7-12 13+	28 38 43	15 50 20	51 66 63	57 30 26	21 4 5	0 0 0	0 0 0	17 10 --	58 35 --	17 31 --	8 12 --	0 2 0	0 25 0	0 18 5	50 42 11	8 26 42	X	31	14	28	30	23	6
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY ASSEMBLE	0-6 7-12 13+	29 43 55	17 70 34	36 50 44	43 41 44	14 9 13	0 0 0	7 16 --	14 21 --	14 34 --	14 25 --	4 4 --	0 0 0	0 1 3	0 4 0	21 19 18	64 33 58	X	4	3	6	16	30	46
	0-6 7-12 13+	28 30 42	16 45 23	20 44 52	53 42 43	27 12 5	0 2 0	0 0 0	7 16 --	43 30 --	50 26 --	0 7 --	0 0 0	0 7 0	0 36 39	26 20 26	7 36 39	X	36	4	5	31	40	21
	0-6 7-12 13+	28 57 54	14 78 31	21 46 48	57 35 41	21 11 4	0 7 4	0 1 4	8 9 --	15 30 --	46 24 --	31 28 32	0 1 0	8 3 0	15 28 25	23 37 36	23 32 30	X	6	2	4	14	40	40
CARGO ODOOR REPAIR	0-6 7-12 13+	28 30 42	16 45 23	20 44 52	53 42 43	27 12 5	0 2 0	0 0 0	7 16 --	43 30 --	50 26 --	0 7 --	0 0 0	0 7 0	0 36 39	26 20 26	7 36 39	X	36	4	5	31	40	21
	0-6 7-12 13+	28 57 54	14 78 31	21 46 48	57 35 41	21 11 4	0 7 4	0 1 4	8 9 --	15 30 --	46 24 --	31 28 32	0 1 0	8 3 0	15 28 25	23 37 36	23 32 30	X	6	2	4	14	40	40
	0-6 7-12 13+	28 42 49	17 50 33	18 39 41	47 36 31	29 18 10	6 0 7	0 7 7	0 4 4	19 25 --	44 34 --	19 30 --	13 7 --	6 5 --	0 12 0	35 31 34	18 27 21	X	14	6	7	19	40	29



Task	MECHANICS AND CREWMEN										SUPERVISORS												
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 6120s Performing Task	# Times Performed Past Month (3)					First Performance After Award of 6120 Duty MOS (%)	Your Proficiency in Performing Task (%)					% Sparing New 6120 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 6120 (%)							
				1	2	3	4	5		1	2	3	4	5		0	1	2	3	4	5		
TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL) OBTAIN SERVICEABLE REPLACEMENT	0-6	28	18	38	38	13	6	6	25	25	25	13	13	0	13	31	31	25					
	7-12	41	53	56	24	8	6	6	31	20	22	18	10	0	6	31	31	31					
	13+	52	37	42	35	10	6	6	--	--	--	--	--	0	3	19	41	38					
	0-6	28	17	65	24	12	0	0	33	27	7	20	13	0	0	38	31	31					
	7-12	50	67	52	30	14	2	2	33	27	22	9	9	0	6	38	28	28					
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) PACKAGE	13+	52	36	61	27	9	3	0	--	--	--	--	--	0	6	30	33	30					
	0-6	28	12	36	27	18	0	18	36	27	0	18	18	0	9	27	55	9					
	7-12	42	39	44	50	3	3	0	31	25	19	14	11	0	8	30	30	32					
	13+	47	18	76	12	6	0	6	--	--	--	--	--	0	6	35	47	12					
	0-6	28	10	30	40	30	0	0	10	70	10	0	10	0	0	30	60	10					
COLLECTIVE LEVERS SERVICE (B & D MODELS ONLY)	7-12	45	47	35	40	14	9	2	20	36	20	9	14	0	2	45	32	20					
	13+	43	19	29	53	12	6	0	--	--	--	--	--	0	0	18	41	41					
	0-6	28	15	50	29	21	0	0	13	53	7	27	0	0	7	20	47	27					
	7-12	27	22	47	37	11	5	5	19	24	14	32	10	0	5	38	29	29					
	13+	42	23	50	33	6	11	0	--	--	--	--	--	0	0	37	32	32					
TAIL ROTOR ASSEMBLY DISASSEMBLE HUB ASSEMBLY	0-6	27	15	20	47	27	0	7	33	33	13	20	0	0	27	33	33	7					
	7-12	53	59	36	36	16	7	4	16	33	26	18	7	0	9	43	38	10					
	13+	58	28	42	27	27	4	0	--	--	--	--	--	0	8	38	50	4					
	0-6	27	16	20	53	20	7	0	40	20	13	27	0	0	13	40	7	40					
	7-12	36	44	26	44	19	5	7	23	26	21	14	16	0	5	43	29	24					
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY TROUBLESHOOT	13+	48	30	37	52	7	0	4	--	--	--	--	--	0	0	41	37	22					
	0-6	27	15	53	33	7	0	7	14	57	7	7	14	0	7	21	36	36					
	7-12	52	70	58	33	8	0	2	18	31	29	12	9	2	5	38	27	29					
	13+	55	36	55	32	10	3	0	--	--	--	--	--	0	6	39	21	33					
	0-6	27	17	41	53	6	0	0	18	47	24	12	0	12	0	29	41	18					
MANUAL JETTISON CONTROLS TEST	7-12	38	40	53	39	0	6	3	32	29	18	11	11	0	5	41	28	26					
	13+	42	24	60	20	10	5	5	--	--	--	--	--	0	5	38	33	24					
	0-6	27	10	0	40	20	30	10	10	50	10	20	10	0	0	40	40	20					
	7-12	26	36	37	29	23	6	6	22	22	33	11	11	0	8	33	36	22					
	13+	37	22	32	32	16	0	21	--	--	--	--	--	0	0	40	40	20					
WINDOWS REMOVE	0-6	27	17	47	47	6	0	0	31	44	13	13	0	0	6	53	18	24					
	7-12	33	46	71	24	5	0	0	18	32	27	16	7	0	0	44	27	29					
	13+	35	19	50	39	6	0	6	--	--	--	--	--	0	0	37	32	32					
	0-6	27	15	13	27	40	7	13	27	33	13	27	0	0	7	33	53	7					
	7-12	42	53	31	42	17	4	6	37	20	25	8	10	2	2	31	37	37					
GROUND HANDLING WHEELS SERVICE	13+	54	34	31	31	25	6	6	--	--	--	--	--	0	3	16	50	31					
	0-6	27	17	41	53	6	0	0	18	47	24	12	0	12	0	29	41	18					
	7-12	38	40	53	39	0	6	3	32	29	18	11	11	0	5	41	28	26					
	13+	42	24	60	20	10	5	5	--	--	--	--	--	0	5	38	33	24					
	0-6	27	10	0	40	20	30	10	10	50	10	20	10	0	0	40	40	20					
FUEL CONTROL UNIT REMOVE	7-12	26	36	37	29	23	6	6	22	22	33	11	11	0	8	33	36	22					
	13+	37	22	32	32	16	0	21	--	--	--	--	--	0	0	40	40	20					
	0-6	27	17	47	47	6	0	0	31	44	13	13	0	0	6	53	18	24					
	7-12	33	46	71	24	5	0	0	18	32	27	16	7	0	0	44	27	29					
	13+	35	19	50	39	6	0	6	--	--	--	--	--	0	0	37	32	32					
ENGINE GIL LINES INSTALL	0-6	27	15	13	27	40	7	13	27	33	13	27	0	0	7	33	53	7					
	7-12	42	53	31	42	17	4	6	37	20	25	8	10	2	2	31	37	37					
	13+	54	34	31	31	25	6	6	--	--	--	--	--	0	3	16	50	31					
	0-6	27	15	13	27	40	7	13	27	33	13	27	0	0	7	33	53	7					
	7-12	42	53	31	42	17	4	6	37	20	25	8	10	2	2	31	37	37					
ENGINE BEARING OIL STRAINERS INSTALL	13+	54	34	31	31	25	6	6	--	--	--	--	--	0	3	16	50	31					
	0-6	27	15	13	27	40	7	13	27	33	13	27	0	0	7	33	53	7					
	7-12	42	53	31	42	17	4	6	37	20	25	8	10	2	2	31	37	37					
	13+	54	34	31	31	25	6	6	--	--	--	--	--	0	3	16	50	31					
	0-6	27	15	13	27	40	7	13	27	33	13	27	0	0	7	33	53	7					
HYDRAULIC SYSTEM FILTERS (BEO MODELS) *ASSEMBLE	7-12	35	100	53	28	13	2	4	29	28	25	8	8	0	5	24	40	31					
	13+	39	44	44	37	15	2	2	--	--	--	--	--	0	2	29	38	31					
	0-6	27	33	19	44	31	3	3	31	41	3	19	6	0	6	31	41	22					
	7-12	35	100	53	28	13	2	4	29	28	25	8	8	0	5	24	40	31					
	13+	39	44	44	37	15	2	2	--	--	--	--	--	0	2	29	38	31					

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TAIL ROTOR CONTROL HYDRAULIC CYLINDER RIG TO FLIGHT CONTROLS	0-6 7-12 13+	27 45 48	7 43 26	57 75 65	29 23 17	14 0 13	0 3 4	0 0 0	29 18 --	29 35 --	43 35 --	0 13 --	0 -- --	0 5 0	0 29 4	43 35 29	X	9	16	21	40	16	7
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	27 45 48	16 58 36	47 63 70	33 23 24	7 10 6	13 2 0	0 2 0	20 34 --	27 32 --	13 18 --	33 9 --	7 7 --	0 0 0	0 4 0	19 32 15	X	6	4	7	27	32	30
SCISSORS AND SLEEVE ASSEMBLY TROUBLESHOOT	0-6 7-12 13+	27 46 49	9 45 26	56 41 55	33 11 5	11 5 9	0 5 9	0 9 0	25 14 --	63 23 --	0 13 --	13 18 --	2 2 --	0 0 0	0 9 0	38 27 41	X	16	16	21	35	21	7
COLLECTIVE LEVERS ADJUST (8 & 0 MODELS ONLY)	0-6 7-12 13+	27 35 32	10 29 16	50 61 80	40 36 20	0 4 0	10 0 0	0 0 0	20 11 --	40 36 --	30 32 --	10 7 --	0 14 --	0 0 0	0 0 6	50 43 13	X	26	14	29	27	18	12
CYCLIC CONTROL TUBES REPAIR	0-6 7-12 13+	26 20 24	12 20 11	8 56 36	58 28 18	25 6 27	8 11 18	0 0 0	33 22 --	42 39 --	8 17 --	17 6 --	0 0 0	0 0 0	0 11 0	50 47 27	0	56	9	33	35	19	5
TAIL ROTOR PITCH CONTROL MECHANISM TROUBLESHOOT	0-6 7-12 13+	26 55 65	10 66 30	30 38 48	40 39 48	10 13 3	10 7 3	10 3 7	10 21 --	40 44 --	30 15 --	20 11 --	0 9 0	0 0 0	0 5 0	60 48 34	X	4	13	23	39	23	3
FORCE GRAOIENT ASSEMBLIES INSTALL	0-6 7-12 13+	26 46 49	15 59 29	40 55 64	60 36 25	0 9 0	0 0 0	0 4 0	27 11 --	27 29 --	33 32 --	7 18 --	7 11 --	0 0 0	0 4 0	40 32 16	X	9	5	13	34	30	17
FIRST AIO KITS INSPECT FOR CONTENTS OF UNSEALED POCKET	0-6 7-12 13+	26 37 45	15 58 26	14 25 21	50 48 42	21 13 21	7 4 0	17 6 0	40 20 --	33 29 --	13 14 --	13 5 --	0 0 0	0 0 0	0 5 0	20 18 16	X	24	9	14	17	31	29
LANDING GEAR CROSS TUBE REMOVE	0-6 7-12 13+	26 60 67	10 74 35	40 63 58	50 33 35	0 4 6	10 0 0	0 0 0	10 13 --	40 40 --	20 10 --	10 10 --	0 0 0	0 0 0	0 9 0	50 34 22	X	6	4	8	28	37	22
TRANSMISSION OIL PUMP SCREEN REMOVE	0-6 7-12 13+	26 29 32	15 38 19	15 57 53	40 22 37	15 16 5	15 3 0	0 5 0	29 14 --	36 39 --	29 19 --	0 17 --	7 11 --	0 0 0	0 5 0	29 46 26	X	26	5	10	23	29	33
MAIN ROTOR ASSEMBLY SERVICE 44" & 48" ROTOR ASSEMBLY	0-6 7-12 13+	26 46 56	15 57 27	8 35 54	42 29 12	8 25 19	8 8 12	17 6 4	46 28 --	23 28 --	15 21 --	0 15 --	0 8 --	0 0 0	0 2 0	23 36 33	X	5	6	12	25	37	20
SWASHPLATE & SUPPORT ASSEMBLY ASSEMBLE	0-6 7-12 13+	26 26 27	10 19 7	30 63 99	60 37 0	10 0 0	0 0 0	0 0 0	30 6 --	60 33 --	10 28 --	0 11 --	0 0 0	0 0 0	0 5 14	50 47 14	X	56	19	33	20	22	6
SWASHPLATE & SUPPORT ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	26 43 38	11 46 17	45 62 71	45 31 24	0 7 6	9 0 0	0 0 0	18 7 --	55 30 --	9 16 --	18 9 --	0 0 0	0 0 0	0 2 0	36 37 41	X	11	6	6	26	34	28
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES REMOVE	0-6 7-12 13+	26 38 36	17 58 20	50 67 83	44 31 17	6 2 0	0 0 0	0 0 0	19 22 --	56 33 --	6 20 --	13 6 --	6 6 --	0 0 0	0 4 0	50 35 15	X	12	4	7	17	40	32
TAIL ROTOR CONTROL QUORANT OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	25 27 32	11 34 17	50 59 69	50 34 19	0 3 6	0 3 0	0 0 0	20 3 --	50 44 --	0 13 --	30 0 --	0 0 0	0 0 0	0 11 0	33 33 22	X	13	5	10	27	34	24
CARGO ODOOR ADJUST	0-6 7-12 13+	25 38 54	14 52 28	23 48 52	38 46 36	31 46 6	0 0 4	0 0 0	25 14 --	25 40 --	50 24 --	0 14 --	0 8 --	0 0 0	0 12 0	42 37 29	X	6	2	8	25	39	25

Task	MECHANICS AND CREWMEN'S										SUPERVISORS													
	Months of UH-1 Maintenance Experience	Percent Performing	Number of 6/H20s Performing Task	# Times Performed Past Month (th)					First Performance After Award of 6/H20 Duty MOS (th)					Your Proficiency In Performing Task (%)					% Sparing New 6/H20s Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 6/H20 (%)				
				1 0 2-12 3-36 4-710 5-11+					1 1st month 2-2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					1 1- Poor 2- Fair 3 Good 4- Very Good 5 Excellent						0- Not observed or task not performed 1- Constant direction 2- Much direction 3- Some direction 4- Little direction 5- No direction				
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4
ENGINE MOUNT INSTALL	0-6	25	12	17	75	8	0	0	8	25	42	2	0	0	17	33	25	25	22	4	14	23	38	21
	7-12	40	41	66	24	8	3	0	10	35	28	15	13	0	3	35	43	20						
	13+	36	17	50	43	0	0	7	--	--	--	--	--	--	0	7	14	57	21					
HYDRAULIC SYSTEM CONNECTING HARDWARE INSTALL	0-6	25	13	42	25	33	0	0	31	46	8	8	8	0	0	46	38	15	15	2	12	20	42	24
	7-12	35	42	68	25	3	5	0	23	28	30	15	5	3	0	33	49	15						
	13+	34	22	67	24	10	0	0	--	--	--	--	--	--	0	0	24	52	24					
TRANSMISSION OIL COOLER INSTALL	0-6	25	16	56	31	6	6	0	19	56	19	0	6	0	0	56	38	6	6	8	13	31	29	19
	7-12	29	36	79	18	3	0	0	9	41	21	24	6	0	6	50	22	22						
	13+	28	15	56	7	7	0	0	--	--	--	--	--	--	0	7	33	33	27					
TAIL ROTOR DRIVE QUILL ASSEMBLY REMOVE	0-6	25	12	36	45	9	9	0	9	18	36	18	18	0	0	33	42	25	23	9	10	32	27	23
	7-12	35	32	63	31	3	3	0	31	41	16	6	6	0	9	31	34	25						
	13+	38	22	83	11	6	0	0	--	--	--	--	--	--	0	0	37	32	32					
BATTERY (NICAO) OBTAIN SERVICEABLE REPLACEMENT	0-6	25	15	14	43	36	0	7	71	21	0	7	0	0	0	50	14	36	32	13	5	7	25	32
	7-12	34	44	48	40	12	0	0	29	24	22	10	15	0	2	37	35	26	26					
	13+	40	23	36	59	5	0	0	--	--	--	--	--	--	0	4	22	26	48					
NAVIGATION LIGHTS REMOVE	0-6	25	15	31	46	23	0	0	21	36	36	0	7	0	7	36	21	36	40	11	3	6	17	34
	7-12	48	75	46	46	6	3	0	17	36	26	11	10	0	0	22	41	37						
	13+	53	37	54	35	5	5	0	--	--	--	--	--	--	0	3	30	30	38					
CYCLIC CONTROL STICK ASSEMBLE	0-6	24	9	67	22	11	0	0	0	78	0	11	11	0	22	56	22	0	0	40	21	30	34	14
	7-12	38	38	56	38	6	0	0	8	24	49	16	3	0	14	32	46	8						
	13+	38	16	56	44	0	0	0	--	--	--	--	--	--	7	7	47	33	7					
COLLECTIVE PITCH & POWER CONTROL LEVER RIG TO COLLECTIVE CONTROLS	0-6	24	9	44	44	11	0	0	25	38	25	0	13	0	13	63	0	25	2	11	24	28	32	14
	7-12	46	47	41	37	17	4	0	11	36	38	11	4	0	20	42	29	9						
	13+	49	19	37	58	5	0	0	--	--	--	--	--	--	0	6	41	53	0					
COLLECTIVE PITCH CONTROL TUPES REPAIR	0-6	24	10	33	56	11	0	0	22	33	11	22	11	0	22	44	22	11	6	57	7	30	37	20
	7-12	22	23	45	30	20	5	0	25	40	15	0	20	0	5	62	24	10						
	13+	32	11	50	10	30	10	0	--	--	--	--	--	--	0	9	55	36	0					
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY REPAIR	0-6	24	14	50	36	14	0	0	8	46	38	8	0	0	21	36	36	7	4	43	16	27	33	19
	7-12	42	54	38	33	17	6	6	18	37	25	16	4	0	13	38	40	8						
	13+	35	19	33	44	11	11	0	--	--	--	--	--	--	0	11	22	61	6					
TAIL ROTOR PITCH CONTROL MECHANISM REPAIR	0-6	24	11	36	18	27	18	0	18	36	36	0	9	0	9	64	27	0	5	42	19	31	34	11
	7-12	40	40	31	60	9	0	0	19	49	16	5	11	0	6	42	31	22						
	13+	39	17	35	47	12	6	0	--	--	--	--	--	--	0	12	24	41	24					
PILOT OR COPILOT SEAT REPAIR	0-6	24	14	36	43	21	0	0	31	31	23	8	8	0	8	31	38	23	19	43	3	7	29	43
	7-12	30	44	49	29	20	0	2	29	21	29	12	10	0	7	38	36	19						
	13+	28	15	46	38	15	0	0	--	--	--	--	--	--	7	0	14	57	21					
TAIL SKID (STINGER) REMOVE	0-6	24	14	50	50	0	0	0	14	29	29	21	7	0	7	43	43	7	36	8	1	6	21	36
	7-12	33	49	78	20	2	0	0	13	28	33	17	9	0	8	37	35	20						
	13+	40	22	90	10	10	0	0	--	--	--	--	--	--	0	5	32	41	23					

TAIL SKID (STINGER) INSTALL	0-6 7-12 13+	24 37 40	12 42 21	67 73 82	17 19 18	5 0 0	0 3 0	25 15 --	33 31 --	17 44 --	0 8 --	25 3 --	0 5 0	50 28 42	6 23 16	X	8	1	6	23	36	34
CROSS TUBE RETENTION CAP REMOVE	0-6 7-12 13+	24 44 40	15 68 26	53 58 58	27 36 29	13 6 8	7 0 4	29 20 --	29 30 --	29 25 --	14 17 --	0 8 --	0 4 0	0 57 23	21 27 38	X	9	4	4	19	35	38
CROSS TUBE RETENTION CAP INSTALL	0-6 7-12 13+	24 51 55	13 64 37	54 49 66	31 41 26	8 8 6	0 2 3	15 22 --	31 40 --	31 19 --	23 10 --	0 9 --	0 5 0	8 31 20	31 43 43	X	9	4	5	19	36	35
MAIN FUEL STRAINER (WAFFER TYPE) TROUBLESHOOT	0-6 7-12 13+	24 26 41	11 33 17	30 27 33	30 37 27	40 23 27	0 10 0	55 47 --	18 13 --	9 10 --	0 3 --	0 3 0	0 3 0	0 27 6	36 19 44	X	23	9	17	23	35	15
MAIN FUEL FILTER ASSEMBLY (ELEC INO TYPE) DISASSEMBLE	0-6 7-12 13+	24 33 35	15 39 21	7 34 35	53 34 35	33 22 12	7 0 6	23 28 --	38 34 --	23 22 --	15 9 --	0 6 --	0 9 0	7 36 0	29 34 47	X	32	6	10	27	35	23
ENGINE OIL COOLER REMOVE	0-6 7-12 13+	24 51 37	14 63 18	71 75 76	21 21 24	7 4 0	0 0 0	7 7 --	64 31 --	7 41 --	14 16 --	0 5 0	0 5 0	7 29 6	50 37 35	X	17	4	16	25	34	21
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY SERVICE BALL AND SOCKET	0-6 7-12 13+	24 22 27	8 23 10	43 57 50	29 29 40	14 14 10	0 0 0	14 5 --	29 45 --	14 27 --	0 18 --	0 5 --	0 0 --	0 14 0	86 23 30	X	28	13	16	33	24	15
TRANSMISSION OIL PUMP SCREEN INSTALL	0-6 7-12 13+	24 30 31	11 33 18	45 61 60	27 21 27	7 4 7	0 0 0	18 31 --	45 17 --	18 17 --	0 10 --	0 0 --	0 9 0	9 27 7	36 28 47	X	26	5	12	22	29	32
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES TROUBLESHOOT	0-6 7-12 13+	24 31 37	9 31 18	56 62 43	0 17 29	33 7 21	0 7 0	13 31 --	38 34 --	25 24 --	25 10 --	0 0 --	0 7 0	13 28 0	75 31 47	X	15	12	21	33	23	10
MAIN ROTOR ASSEMBLY PACKAGE HUB ASSEMBLY	0-6 7-12 13+	24 35 40	10 36 13	0 53 62	33 47 23	0 0 15	0 0 0	33 15 --	33 33 --	0 22 --	11 9 --	0 0 --	0 9 0	11 33 8	44 29 31	X	27	12	11	31	27	18
MAIN ROTOR ASSEMBLY ASSEMBLE 44" & 48" HUB ASSEMBLY	0-6 7-12 13+	24 32 40	4 27 20	50 58 47	0 15 35	0 18 0	0 0 0	0 25 --	50 29 --	0 17 --	0 13 --	0 0 --	0 4 0	25 25 39	25 42 44	0	64	34	14	36	9	7
NAVIGATION LIGHTS INSTALL	0-6 7-12 13+	24 42 55	16 57 41	13 34 45	69 40 39	13 8 13	0 6 3	19 20 --	38 33 --	19 13 --	13 16 --	0 4 0	0 19 0	0 29 33	31 38 44	X	11	3	6	19	32	40
FIRE EXTINGUISHER INSPECT FOR WEIGHT	0-6 7-12 13+	23 46 46	14 60 31	17 20 33	67 55 50	0 16 7	8 5 0	67 26 --	8 22 --	17 34 --	8 12 --	0 5 0	0 5 0	0 33 17	50 21 53	X	34	1	12	19	31	37
PILOT OR COPILOT OORR ADJUST	0-6 7-12 13+	23 47 55	14 60 31	15 46 30	77 38 63	8 11 4	0 0 0	15 32 --	31 25 --	23 16 --	15 10 --	0 8 --	0 5 0	7 14 18	64 32 29	X	4	4	7	25	41	23
ACCESS DOORS & INSPECTION PLATES OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	23 45 51	13 39 34	23 39 41	38 29 41	6 16 7	23 9 7	31 42 --	46 22 --	8 13 --	0 10 --	0 15 --	0 5 0	0 38 5	23 42 30	X	3	3	5	15	36	41
ENGINE COWLING ASSEMBLE	0-6 7-12 13+	23 37 48	14 45 34	7 22 17	43 39 38	14 15 17	29 22 3	29 43 --	21 25 --	21 11 --	7 11 --	0 0 0	0 5 3	0 29 17	36 48 43	X	23	1	2	19	37	41

Task	MECHANICS AND CRECHIEFS										SUPERVISORS											
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 6/N2Os Performing Task	# Times Performed Past Month (%)					First Performance After Award of 6/N2O Duty MOS (%)					Your Proficiency In Performing Task (%)	% Sparing New 6/N2O Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 6/N2O (%)						
				1-0	1-1	2-2	3-3	4-4	5-5	1-1st month	2-2nd to 3rd month	3-4th to 6th month	4-7th to 12th month				5-After 12 months	1-Poor	2-Fair	3-Good	4-Very Good	5-Excellent
N1 TACHOMETER GENERATOR REMOVE	0-6 7-12 13+	23 41 51	14 61 29	50 58 59	42 31 30	8 7 11	0 3 0	0 2 0	0 10 0	14 10 31	14 19 10	7 37 43	0 5 0	7 29 29	36 25 43	X	9	5	8	16	44	27
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE) ASSEMBLE	0-6 7-12 13+	23 33 36	14 39 20	50 33 33	29 24 13	7 0 13	0 9 7	0 27 13	0 6 0	23 27 36	23 21 9	15 6 0	0 0 0	7 9 0	36 36 50	X	31	6	12	26	34	22
ENGINE CHIP DETECTOR PLUG (ELECTRICAL) TEST	0-6 7-12 13+	23 47 69	12 58 47	33 39 32	33 16 29	8 7 7	0 9 5	0 28 0	8 17 12	17 30 12	17 12 0	0 26 33	0 5 0	8 25 58	8 26 36	X	10	5	12	20	41	21
TRANSMISSION OIL COOLER REMOVE	0-6 7-12 13+	23 44 25	10 48 13	90 78 73	10 18 27	0 2 0	0 2 0	0 0 0	20 9 39	40 33 15	0 4 0	0 9 0	0 35 36	20 22 18	X	20	5	14	29	29	23	
TAIL ROTOR DRIVE QUILL ASSEMBLY INSTALL	0-6 7-12 13+	23 36 40	15 48 17	53 75 56	27 23 38	0 2 6	0 0 0	0 11 0	33 47 25	13 7 0	7 0 0	0 26 26	0 7 0	60 41 29	27 32 41	X	24	11	13	32	26	19
TAIL ROTOR ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	23 35 43	12 41 23	40 30 30	10 18 22	0 5 4	0 0 0	0 29 0	10 29 25	50 25 16	0 5 0	0 46 27	0 5 0	50 30 35	30 22 35	X	11	4	7	30	32	27
CLOCK REMOVE	0-6 7-12 13+	23 39 51	13 56 41	54 43 44	23 44 44	0 7 11	0 6 0	0 0 0	17 29 25	25 16 16	8 13 0	0 0 0	0 7 0	23 20 41	54 36 41	X	12	3	4	15	30	49
TAIL ROTOR CONTROL QUADRANT DISASSEMBLE	0-6 7-12 13+	22 32 29	9 42 13	38 61 77	25 34 23	0 2 0	0 0 0	0 10 0	25 10 33	50 43 8	13 9 0	0 8 0	0 14 0	29 45 31	43 24 54	X	46	14	30	26	22	7
MAGNETIC BRAKE ASSEMBLY * OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	22 34 45	27 97 53	62 60 59	38 34 35	0 7 4	0 0 2	0 0 0	15 9 39	50 30 12	31 12 0	0 8 0	4 35 33	4 20 22	4 39 22	X	12	4	7	29	35	24
MAGNETIC BRAKE ASSEMBLY TROUBLESHOOT	0-6 7-12 13+	22 31 42	8 36 20	25 53 61	13 36 28	0 6 6	0 0 0	0 0 0	29 3 33	43 42 19	0 3 0	0 8 0	0 5 0	57 33 58	43 42 17	X	11	10	26	40	18	6
SAFETY BELTS OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	22 50 60	13 73 43	38 42 48	15 12 30	0 6 3	0 4 8	0 21 0	15 23 24	38 15 28	15 8 0	0 1 0	8 31 25	15 46 54	46 21 54	X	3	2	5	15	39	39
PILOT OR COPILOT ODOOR DISASSEMBLE	0-6 7-12 13+	22 30 32	16 41 17	27 49 67	60 13 33	0 0 0	0 0 0	0 0 0	31 21 24	54 24 24	8 18 13	0 11 0	0 39 37	15 13 25	15 38 25	X	39	4	9	20	35	32
ENGINE COWLING DISASSEMBLE	0-6 7-12 13+	22 31 44	14 35 32	7 28 14	36 34 39	14 16 21	0 3 4	29 19 21	29 40 29	36 14 11	14 9 0	7 0 0	29 6 4	29 15 43	29 36 43	X	23	1	2	19	37	41

LANDING GEAR CROSS TUBE OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	22 34 34	9 45 18	44 67 69	11 21 19	0 10 13	0 2 0	14 9 --	43 23 --	14 23 21	29 7 --	0 0 0	14 7 6	14 33 17	29 36 44	43 24 44	X	6	4	4	23	39	30
ENGINE MOUNT REMOVE	0-6 7-12 13+	22 34 34	9 41 20	38 60 74	63 28 21	0 10 5	0 3 0	23 28 --	44 22 --	11 23 --	11 8 --	0 0 0	11 2 0	33 27 25	44 39 35	40 32 21	X	22	3	14	24	35	24
FUEL CONTROL UNIT OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	22 26 37	8 32 28	0 40 39	25 33 35	50 20 9	13 3 17	25 33 --	13 30 --	13 10 --	25 10 --	0 0 0	0 7 0	50 37 29	38 23 50	21 13 21	X	25	6	14	20	37	22
N1 TACHOMETER GENERATOR INSTALL	0-6 7-12 13+	22 42 59	10 55 35	50 65 50	30 23 40	10 6 3	0 0 0	10 18 --	40 20 --	20 33 --	30 18 --	0 11 --	0 2 0	10 4 3	60 35 26	20 36 48	X	9	5	10	13	46	26
ENGINE CIL TANK OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	22 30 30	10 41 17	40 75 88	60 23 6	0 3 6	0 0 0	0 11 --	44 39 --	33 24 --	22 3 --	0 3 --	0 0 0	11 6 24	33 25 41	56 39 23	X	10	3	5	23	37	32
ENGINE OIL COOLER OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	22 27 27	10 36 15	50 72 71	0 22 14	0 6 0	0 0 0	14 6 --	57 25 --	29 44 --	0 19 --	0 6 --	0 8 7	43 53 29	57 22 50	0 17 14	X	18	3	6	25	37	29
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY TROUBLESHOOT	0-6 7-12 13+	22 31 38	8 34 18	13 50 72	38 25 22	0 13 6	0 0 0	29 15 --	29 39 --	14 12 --	14 21 --	0 12 --	0 6 17	0 42 39	57 18 28	14 33 17	X	13	10	26	37	20	6
TAIL ROTOR CONTROL HYDRAULIC CYLINDER ADJUST	0-6 7-12 13+	22 29 24	9 28 10	11 63 70	11 22 20	11 7 0	0 0 0	38 8 --	50 27 --	13 35 --	0 19 --	0 12 --	0 15 20	25 33 40	38 37 10	13 15 10	X	29	15	21	37	18	9
TAIL ROTOR CONTROL HYDRAULIC CYLINDER OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	22 42 39	11 51 22	64 74 59	18 21 32	0 2 9	0 0 0	30 10 --	40 39 --	10 31 --	20 12 --	0 8 --	0 2 0	20 39 5	50 39 29	10 20 43	X	6	5	5	26	36	28
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) TROUBLESHOOT	0-6 7-12 13+	22 41 48	7 45 26	14 40 52	29 12 30	43 5 4	0 5 4	33 18 --	17 33 --	0 17 --	17 18 --	0 11 --	0 2 0	29 36 22	43 27 30	29 27 35	X	18	11	23	28	28	10
SCISSORS AND SLEEVE ASSEMBLY REPAIR	0-6 7-12 13+	22 31 31	10 34 15	20 67 64	40 13 21	0 0 0	0 0 0	22 18 --	56 27 --	22 18 --	0 9 --	0 6 0	0 6 0	40 27 50	50 48 21	10 18 29	X	55	22	25	29	16	7
SCISSORS AND SLEEVE ASSEMBLY ALIGN (8 & 0 MODELS ONLY)	0-6 7-12 13+	22 37 40	8 23 20	13 79 47	25 11 40	0 5 13	0 0 0	0 14 --	75 29 --	13 10 --	13 19 --	0 29 --	0 0 6	25 38 41	63 38 12	13 24 12	X	33	16	30	26	18	10
CLOCK INSTALL	0-6 7-12 13+	22 39 51	14 64 37	58 50 57	8 42 41	0 8 3	0 0 0	23 30 --	15 28 --	15 15 --	8 10 --	0 10 --	0 0 3	38 26 11	15 19 24	46 55 62	X	12	3	5	14	29	50
ANTI-COLLISION LIGHT REMOVE	0-6 7-12 13+	22 37 70	11 67 53	36 50 65	55 47 28	0 2 7	0 0 0	9 20 --	27 26 --	18 15 --	9 14 --	0 6 0	0 6 2	36 28 33	18 31 40	14 34 40	X	14	3	9	14	34	40
CYCLIC CONTROL STICK DISASSEMBLE	0-6 7-12 13+	21 37 36	9 37 17	22 53 59	11 41 41	0 6 0	0 0 0	0 5 --	78 35 --	11 46 --	11 3 --	0 16 6	22 30 44	56 51 44	22 30 44	0 5 6	X	45	24	29	31	9	7
SHOULDER HARNESS INSTALL	0-6 7-12 13+	21 50 49	13 84 32	20 45 61	50 51 32	10 4 6	0 0 0	42 18 --	33 17 --	17 33 --	20 11 --	0 8 --	0 5 18	33 29 44	17 39 44	50 29 44	X	2	1	3	8	36	53

Task	MECHANICS AND CREWMEN															SUPERVISORS									
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Saying New 67N20s Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)					
				1-0 2-1-2 3-3-5 4-7-10 5-11+					1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months					1-Poor 2-Fair 3-Good 4-Very Good 5-Excellent						0-Not observed or task not performed 1-Constant direction 2-Much direction 3-Some direction 4-Little direction 5-No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
INERTIA REELS * TEST	0-6	21	23	22	35	13	17	36	18	23	18	5	0	0	50	23	27	X	25	3	12	18	35	32	
	7-12	47	145	29	29	17	9	17	24	27	22	15	11	0	4	29	28	39							
	13+	54	76	34	23	23	4	16	--	--	--	--	--	0	3	17	26	54							
	0-6	21	12	33	50	8	0	8	25	42	17	17	0	0	8	33	8	50							
	7-12	37	56	38	38	15	6	4	18	25	29	22	5	0	2	18	21	59							
	13+	47	30	55	24	14	7	0	--	--	--	--	--	0	4	15	26	56							
	0-6	21	11	55	45	0	0	0	27	45	18	9	0	0	0	45	55	0							
	7-12	18	26	60	28	4	0	8	20	36	16	20	8	0	4	35	42	19							
	13+	21	10	63	38	0	0	0	--	--	--	--	--	0	0	0	44	56							
	0-6	21	9	44	44	0	11	0	38	50	13	C	0	0	0	50	25	25							
LANDING GEAR SKID TUBE ASSEMBLY REPAIR	7-12	26	31	66	31	3	0	0	3	48	24	1C	14	0	3	35	45	16							
	13+	29	14	46	23	15	15	0	--	--	--	--	--	0	14	7	43	36							
	0-6	21	12	30	50	20	0	0	17	42	25	C	17	0	0	50	33	17							
	7-12	38	56	57	30	6	4	4	13	27	29	16	15	0	4	36	30	30							
	13+	49	29	50	39	7	0	4	--	--	--	--	--	0	3	24	31	41							
	0-6	21	10	30	60	0	10	0	10	20	30	20	20	0	10	70	0	20							
	7-12	41	52	49	26	21	4	0	23	38	21	9	9	0	0	35	46	19							
	13+	47	32	43	21	32	11	0	--	--	--	--	--	0	7	32	32	29							
	0-6	21	9	22	33	33	11	0	11	44	11	22	11	0	13	25	63	0							
	7-12	38	45	37	15	16	5	7	35	19	30	12	5	0	12	33	21	35							
ENGINE CHIP DETECTOR PLUG (ELECTRICAL) TROUBLESHOOT	13+	52	34	32	21	32	11	4	--	--	--	--	--	0	0	30	27	43							
	0-6	21	14	71	29	0	0	0	14	64	7	0	14	0	0	43	43	14							
	7-12	49	63	67	29	3	0	0	14	39	32	12	3	0	7	32	43	18							
	13+	42	26	64	32	5	0	0	--	--	--	--	--	0	8	24	56	12							
	0-6	21	6	0	50	33	0	17	60	0	40	0	0	0	20	20	40	20							
	7-12	27	26	54	29	17	0	0	8	33	21	25	13	0	4	50	31	15							
	13+	26	8	99	0	0	0	0	--	--	--	--	--	0	25	38	13	25							
	0-6	21	0	50	50	0	0	0	0	50	17	33	0	0	17	17	67	0							
	7-12	23	27	65	23	12	0	0	4	36	36	12	12	0	0	38	38	23							
	13+	26	16	75	19	6	0	0	--	--	--	--	--	0	0	31	38	31							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY DISASSEMBLE	0-6	21	12	18	36	18	9	18	36	36	9	18	0	0	0	50	30	20							
	7-12	30	41	42	21	32	3	0	3	21	18	16	13	0	3	43	28	28							
	13+	34	19	39	39	17	0	6	--	--	--	--	--	0	0	26	16	58							
	0-6	21	8	25	63	0	13	0	0	14	71	0	14	0	0	63	25	13							
	7-12	25	19	53	26	21	0	0	37	37	11	11	5	0	11	37	32	21							
	13+	26	12	67	22	11	0	0	--	--	--	--	--	0	0	33	56	11							
	0-6	21	10	40	40	10	10	0	20	50	10	20	0	0	0	50	30	20							
	7-12	39	50	76	22	2	C	0	19	38	21	15	8	0	2	44	29	25							
	13+	39	24	57	26	13	4	0	--	--	--	--	--	0	0	30	30	39							
	TAIL ROTOR DRIVE QUILL ASSEMBLY DISASSEMBLE FLEX COUPLING	0-6	21	10	40	40	10	10	0	20	50	10	20	0	0	0	50	30	20						
7-12		25	19	53	26	21	0	0	37	37	11	11	5	0	11	37	32	21							
13+		26	12	67	22	11	0	0	--	--	--	--	--	0	0	33	56	11							
0-6		21	8	25	63	0	13	0	0	14	71	0	14	0	0	63	25	13							
7-12		25	19	53	26	21	0	0	37	37	11	11	5	0	11	37	32	21							
13+		26	12	67	22	11	0	0	--	--	--	--	--	0	0	33	56	11							
0-6		21	10	40	40	10	10	0	20	50	10	20	0	0	0	50	30	20							
7-12		39	50	76	22	2	C	0	19	38	21	15	8	0	2	44	29	25							
13+		39	24	57	26	13	4	0	--	--	--	--	--	0	0	30	30	39							
INTERMEDIATE GEAR BOX (42 DEG. GEAR BOX) OBTAIN SERVICEABLE REPLACEMENT		0-6	21	10	40	40	10	10	0	20	50	10	20	0	0	0	50	30	20						
	7-12	39	50	76	22	2	C	0	19	38	21	15	8	0	2	44	29	25							
	13+	39	24	57	26	13	4	0	--	--	--	--	--	0	0	30	30	39							
	0-6	21	10	40	40	10	10	0	20	50	10	20	0	0	0	50	30	20							
	7-12	39	50	76	22	2	C	0	19	38	21	15	8	0	2	44	29	25							
	13+	39	24	57	26	13	4	0	--	--	--	--	--	0	0	30	30	39							
	0-6	21	10	40	40	10	10	0	20	50	10	20	0	0	0	50	30	20							
	7-12	39	50	76	22	2	C	0	19	38	21	15	8	0	2	44	29	25							
	13+	39	24	57	26	13	4	0	--	--	--	--	--	0	0	30	30	39							
	0-6	21	10	40	40	10	10	0	20	50	10	20	0	0	0	50	30	20							

MAIN ROTOR ASSEMBLY ASSEMBLE 540 HUB ASSEMBLY	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	69	32	24	34	8	3
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES ADJUST	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	17	7	18	26	34	16
MAIN GENERATOR (ON TRANSMISSION) REMOVE	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	12	5	16	20	39	21
TAIL ROTOR CONTROL TUBES TROUBLESHOOT	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	5	12	18	38	28	5
SHOULDER HARNESS REMOVE	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	2	1	3	8	36	53
PILOT OR COP/PILOT DOOR ASSEMBLE	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	36	3	9	26	33	29
WINDOWS OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	5	2	8	17	40	33
TRANSMISSION COUPLING OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	1	5	4	17	40	34
FUEL QUANTITY TANK UNIT INSTALL	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	26	12	25	24	27	12
ENGINE MAGNETIC PLUG OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	6	4	5	17	41	33
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY ASSEMBLE	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	69	29	21	21	21	8
INPUT DRIVE QUILL ASSEMBLY REMOVE	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	27	13	22	26	22	16
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES REPAIR	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	63	13	27	36	13	11
SMASHPLATE & SUPPORT ASSEMBLY TROUBLESHOOT	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	15	17	26	30	20	7
COLLECTIVE LEVERS OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	8	5	6	29	33	27
PILOT TUBE REMOVE	0-6 7-12 13+	21 25 32	5 22 18	25 70 53	25 30 33	0 0 13	0 0 0	50 41 25	25 14 32	0 9 0	0 36 47	25 32 40	0 13 13	19	4	16	19	27	34

Task	MECHANICS AND CRENCHEES										SUPERVISORS															
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of C/N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of C/N20 Duty MOS (%)					Your Proficiency in Repeating Task (%)					% Satisfactory New C/N20s Able To Perform At Once With Little Direction	Amount of Direction Required by New C/N20 (%)						
				1-0	1-1	2-1	3-1	4-1	5-1	1-1st month	2-2nd or 3rd month	3-4th to 6th month	4-7th to 12th month	5-After 12 months	1-Poor	2-Fair	3-Good	4-Very Good			5-Excellent					
	0-6	20	12	58	42	0	0	0	9	36	27	9	14	0	0	42	50	0	25	5	13	22	32	27		
	7-12	26	28	62	23	12	0	4	19	35	23	8	15	0	0	8	42	23	27							
	13+	34	21	67	17	17	0	0	--	--	--	--	--	--	0	0	30	45	25							
	0-6	20	11	55	36	9	0	0	20	30	40	0	10	0	0	9	36	36	18	X	20	4	9	19	39	28
	7-12	30	36	74	19	6	0	0	12	24	45	6	12	0	0	3	42	36	18							
	13+	29	17	73	27	0	0	0	--	--	--	--	--	--	0	0	53	27	20							
	0-6	20	9	56	44	0	0	0	0	50	25	13	13	0	0	22	22	33	22	X	12	4	9	18	38	31
	7-12	38	44	70	24	5	0	0	18	23	28	18	15	0	0	3	45	30	23							
	13+	42	30	74	22	4	0	0	--	--	--	--	--	--	0	0	33	37	30							
	0-6	19	9	0	99	0	0	0	22	22	56	0	0	0	0	0	44	33	22	0	51	26	29	37	5	3
	7-12	32	34	44	38	18	0	0	12	26	35	18	9	0	0	24	38	32	6							
	13+	38	16	19	81	0	0	0	--	--	--	--	--	--	0	0	50	44	6							
	0-6	19	8	43	29	29	0	0	14	57	14	0	14	0	0	0	29	57	14	0	56	7	32	25	23	13
	7-12	17	19	37	42	21	0	0	22	17	22	28	11	0	0	12	35	53	0							
	13+	25	6	33	67	0	0	0	--	--	--	--	--	--	0	0	50	33	17	X	41	19	31	29	17	4
	0-6	19	8	43	29	29	0	0	29	43	14	14	0	0	0	0	17	50	33							
	7-12	31	38	65	32	0	3	0	6	33	47	8	6	0	0	16	42	29	13							
	13+	28	11	82	18	0	0	0	--	--	--	--	--	--	0	9	27	55	9							
	0-6	19	8	25	50	13	0	13	0	50	25	25	0	0	0	25	13	63	0	X	12	10	30	35	21	5
	7-12	37	39	47	42	11	0	0	14	24	24	27	11	0	0	5	32	49	14							
	13+	44	18	53	24	12	12	0	--	--	--	--	--	--	0	6	18	53	24							
	0-6	19	13	20	50	10	10	10	40	30	30	0	0	0	0	0	40	20	40	X	4	2	6	15	37	41
	7-12	35	63	47	50	3	0	0	19	19	31	23	8	0	0	6	21	24	48							
	13+	47	28	69	23	8	0	0	--	--	--	--	--	--	0	0	11	44	44							
	0-6	19	9	11	33	56	0	0	25	50	25	0	0	0	0	13	13	50	25	X	34	8	16	34	27	15
	7-12	16	18	29	47	24	0	0	31	19	38	0	13	0	0	6	38	38	19							
	13+	30	13	42	58	0	0	0	--	--	--	--	--	--	0	15	31	23	31							
	0-6	19	12	25	50	25	0	0	25	33	42	0	0	0	0	0	42	25	33	X	45	9	12	35	23	21
	7-12	16	14	42	50	0	0	8	21	14	50	7	7	0	0	0	50	21	29							
	13+	28	16	46	46	0	0	0	--	--	--	--	--	--	0	0	36	36	29							
	0-6	19	9	22	33	33	0	11	13	50	25	13	0	0	0	25	25	25	25	X	25	2	7	18	38	35
	7-12	17	22	43	43	14	0	0	30	20	30	10	10	0	0	5	40	25	30							
	13+	33	19	29	65	6	0	0	--	--	--	--	--	--	0	5	21	42	32							
	0-6	19	11	36	45	18	0	0	18	18	27	18	18	0	0	9	36	18	36	X	37	5	10	23	40	21
	7-12	43	54	44	44	6	0	0	6	31	30	22	13	4	0	6	37	26	31							
	13+	42	26	41	55	0	0	5	--	--	--	--	--	--	0	9	13	39	39							
	0-6	19	8	50	25	0	0	25	50	38	13	0	0	0	0	0	13	63	25	X	17	2	7	11	37	43
	7-12	21	29	37	41	19	0	4	16	36	32	8	8	0	0	4	37	26	33							
	13+	30	16	29	50	14	0	7	--	--	--	--	--	--	0	0	19	31	50							



WINOSHIELOS C CHIN BUBBLES OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	19 39 40	55 61 22	31 31 57	6 31 38	0 2 5	0 0 0	0 20 --	0 24 --	33 28 --	44 28 --	11 17 --	11 11 --	0 0 0	0 4 5	67 30 23	33 44 41	0 22 32	X	11	4	7	19	35	35
ENGINE COUPLING OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	19 26 38	9 37 20	44 47 63	33 35 32	11 12 0	0 3 5	11 31 --	25 20 --	38 29 --	13 29 --	25 17 --	0 17 --	0 0 0	0 6 5	13 31 35	50 33 25	38 31 25	X	2	2	5	17	39	37
CROSS TUBE RETENTION CAP OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	14 45 41	10 59 23	50 47 71	0 40 24	0 11 0	0 2 5	0 19 --	0 45 --	30 21 --	40 21 --	20 9 --	10 6 --	0 0 0	0 4 0	40 31 19	30 27 48	30 27 33	X	8	4	5	20	41	30
ENGINE MOUNT OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	19 31 25	9 35 16	11 71 54	11 26 38	0 3 0	0 8 0	0 12 --	0 33 --	33 35 --	22 35 --	11 15 --	0 0 --	0 0 0	0 3 8	22 33 15	33 41 46	11 21 31	X	24	3	9	19	40	29
FUEL QUANTITY TANK UNIT REMOVE	0-6 7-12 13+	19 25 28	7 22 12	29 68 64	57 22 27	14 9 5	0 0 0	0 10 --	14 30 --	43 35 --	14 20 --	0 20 --	29 5 --	0 0 0	0 5 17	43 55 25	57 32 42	0 9 17	X	26	9	25	24	29	13
HYDRAULIC PUMP (C MODEL) REMOVE	0-6 7-12 13+	19 25 33	10 39 17	60 68 65	30 22 35	10 11 0	0 0 0	0 17 --	10 31 --	50 20 --	20 17 --	10 14 --	0 0 --	0 0 0	0 8 0	40 41 18	30 14 29	20 14 29	X	34	5	9	35	24	28
HYDRAULIC PUMP (C MODEL) INSTALL	0-6 7-12 13+	19 39 31	11 42 17	55 76 60	45 16 40	0 8 0	0 0 0	0 13 --	0 23 --	40 44 --	20 18 --	3 0 --	0 0 --	0 0 0	0 5 0	27 36 31	36 23 50	19 19 19	X	34	6	15	28	28	24
IRREVERSIBLE VALVES (B & D MODELS) ASSEMBLY	0-6 7-12 13+	19 20 20	8 22 8	13 65 63	0 25 10	0 0 0	0 0 0	0 14 --	43 25 --	29 40 --	14 10 --	0 15 --	0 0 --	0 0 0	0 25 0	57 38 25	43 19 13	0 13 13	X	68	21	10	26	31	13
HYDRAULIC SYSTEM CONNECTING HARDWARE REMOVE	0-6 7-12 13+	19 30 31	13 30 16	25 54 69	50 38 19	25 8 6	0 0 0	0 21 --	38 29 --	0 36 --	0 11 --	15 4 --	0 0 --	0 0 0	0 3 0	23 23 6	46 55 25	8 21 19	X	15	2	8	24	40	27
HYDRAULIC SYSTEM CONNECTING HARDWARE OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	19 27 29	10 31 17	44 76 65	33 21 18	22 0 6	0 3 0	0 21 --	70 34 --	0 28 --	10 14 --	10 3 --	0 0 --	0 0 0	0 0 0	60 24 24	30 48 41	10 24 35	X	17	4	8	32	32	24
TRANSMISSION ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	19 35 24	8 33 12	25 68 70	50 23 30	25 6 0	0 0 0	0 25 --	25 26 --	25 29 --	13 16 --	13 6 --	0 0 --	0 0 0	0 6 9	50 29 27	25 19 45	13 18 18	X	41	5	7	22	37	29
TRANSMISSION ASSEMBLY TROUBLESHOOT	0-6 7-12 13+	19 26 24	6 23 8	40 45 63	20 35 38	0 15 0	0 0 0	20 5 --	33 18 --	17 27 --	17 9 --	17 18 --	0 0 --	0 0 0	0 0 0	17 14 25	33 27 75	17 18 0	X	35	14	21	34	24	8
TAIL ROTOR DRIVE QUILL ASSEMBLY CLEAN FLEX COUPLING	0-6 7-12 13+	19 28 22	12 33 11	25 71 50	42 23 50	33 0 0	0 0 0	0 6 --	42 17 --	50 47 --	8 27 --	0 7 --	0 3 --	0 0 0	0 7 0	58 53 36	33 23 45	8 17 18	X	39	8	13	30	33	16
SCISSORS AND SLEEVE ASSEMBLY PACKAGE	0-6 7-12 13+	19 35 31	7 27 15	29 52 38	57 40 67	14 4 0	0 0 0	0 20 --	57 36 --	29 20 --	0 8 --	14 16 --	0 0 --	0 0 0	0 4 0	29 46 23	71 33 62	0 17 15	X	18	6	6	27	33	29
SCISSORS AND SLEEVE ASSEMBLY ADJUST FRICTION COLLET ASSEMBLY (540)	0-6 7-12 13+	19 41 29	8 43 12	38 56 50	50 32 33	13 12 17	0 0 0	0 10 --	25 23 --	38 35 --	0 15 --	13 18 --	0 0 --	0 8 0	0 5 0	63 13 33	25 17 42	19 17 17	X	37	22	28	23	19	8
TAIL ROTOR ASSEMBLY REMOVE BLADES	0-6 7-12 13+	19 34 31	9 40 14	38 59 92	50 26 8	0 13 0	0 0 0	13 13 --	14 37 --	29 34 --	14 13 --	43 3 --	0 0 --	0 0 0	0 0 0	14 57 50	29 43 29	0 16 21	X	42	8	11	28	35	17

Task	MECHANICS AND CREWMEN										SUPERVISORS									
	Months of UH-1 Main-ten-ance Experi-ence	Percent Perfor-ming or Assis-ting	Number of G/NZDs Perfor-ming Task	# Times Performed Past Month (%)					First Performance After Award of G/NZD Duty MOS (%)					Your Proficiency in Performing Task (%)					% Saying Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New G/NZD (%)
				1-0	2-12	3-15	4-7-10	5-11+	1-1st month	2-2nd or 3rd month	3-4th to 6th month	4-7th to 12th month	5-After 12 months	1-Poor	2-Fair	3-Good	4-Very Good	5-Excellent		
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	0	1 2 3 4 5
TAIL ROTOR ASSEMBLY INSTALL BLADES	0-6	19	10	33	44	0	11	11	25	25	13	38	0	0	13	63	25	0	X	46
	7-12	26	27	69	15	12	4	0	15	38	31	12	4	0	0	37	48	15		9
	13+	30	13	92	8	0	0	0	--	--	--	--	--	0	0	46	31	23		21
FIRE DETECTOR SYSTEM ASSEMBLE	0-6	19	10	50	40	10	0	0	44	11	33	0	11	0	0	60	20	20	X	52
	7-12	15	16	47	27	20	0	7	14	36	21	14	14	0	14	29	29	29		14
	13+	30	15	67	25	8	0	0	--	--	--	--	--	0	0	29	29	43		14
MASTER CAUTION PANEL TEST	0-6	19	10	0	60	20	0	20	10	30	40	20	0	0	0	40	10	50	X	41
	7-12	32	43	18	25	15	15	28	21	36	17	24	2	0	5	33	26	36		15
	13+	32	18	39	22	6	6	28	--	--	--	--	--	0	0	17	28	56		19
MAIN GENERATOR (ON TRANSMISSION) INSTALL	0-6	19	13	50	33	17	0	0	33	42	8	17	0	0	8	42	42	8		12
	7-12	42	56	73	23	4	0	0	9	25	43	21	2	0	7	31	35	27		7
	13+	35	21	68	32	0	0	0	--	--	--	--	--	0	10	20	20	50		16
ANTI-COLLISION LIGHT ASSEMBLE	0-6	19	12	27	45	27	0	0	27	36	9	0	0	0	0	55	18	27	X	41
	7-12	38	53	58	36	7	0	0	12	26	34	22	6	0	2	36	30	32		7
	13+	45	28	57	36	4	4	0	--	--	--	--	--	0	4	18	36	43		11
FORCE GRADIENT ASSEMBLIES OBTAIN SERVICEABLE REPLACEMENT	0-6	18	9	44	44	11	0	0	25	63	13	0	0	0	0	75	25	0	X	13
	7-12	33	50	64	29	7	0	0	6	35	33	23	2	0	6	30	46	18		5
	13+	38	22	75	25	0	0	0	--	--	--	--	--	0	5	38	33	24		7
FORCE GRADIENT ASSEMBLIES RIG TO FLIGHT CONTROLS	0-6	18	6	50	50	0	0	0	0	50	50	0	0	0	17	17	67	0	X	16
	7-12	35	39	67	19	14	0	0	11	31	22	25	11	0	8	33	47	11		14
	13+	38	24	65	22	9	0	4	--	--	--	--	--	0	0	27	45	27		20
MAGNETIC BRAKE ASSEMBLY RIG TO FLIGHT CONTROLS	0-6	18	8	38	38	0	25	0	14	43	43	0	0	0	0	71	29	0	X	13
	7-12	30	44	60	38	2	0	0	0	40	35	19	7	0	19	37	33	12		20
	13+	32	16	64	36	0	0	0	--	--	--	--	--	0	13	20	53	13		39
INERTIA REELS INSTALL	0-6	18	10	30	50	10	10	0	30	10	50	10	0	0	0	50	30	20	X	6
	7-12	44	68	52	41	7	0	0	14	15	39	24	8	0	5	35	29	32		3
	13+	53	34	64	27	6	3	0	--	--	--	--	--	0	3	6	44	47		16
PILOT OR COPILOT SEAT OBTAIN SERVICEABLE REPLACEMENT	0-6	18	8	38	38	13	13	0	29	29	29	14	0	0	0	71	29	0	X	8
	7-12	27	38	50	41	9	0	0	14	31	29	17	9	0	6	34	20	40		4
	13+	31	17	50	25	25	0	0	--	--	--	--	--	6	0	6	41	47		19
FIRST AIO KITS OBTAIN SERVICEABLE REPLACEMENT	0-6	18	10	10	50	30	10	0	10	10	40	20	20	0	10	20	20	50	X	5
	7-12	37	51	38	45	11	0	6	26	22	24	20	8	2	8	24	25	41		8
	13+	50	33	47	40	7	3	3	--	--	--	--	--	0	0	23	16	61		16
CARGO DCOR OBTAIN SERVICEABLE REPLACEMENT	0-6	18	9	33	56	11	0	0	33	22	44	0	0	0	0	67	11	22	X	5
	7-12	27	37	62	26	9	3	0	22	22	28	17	11	0	8	28	31	33		3
	13+	41	19	29	47	18	0	6	--	--	--	--	--	0	0	37	47	16		6
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN) TROUBLESHOOT	0-6	18	5	50	25	0	25	0	0	50	0	25	25	0	0	50	25	25	X	12
	7-12	32	30	67	22	7	4	0	21	29	36	14	0	4	7	39	36	14		14
	13+	30	12	82	18	0	0	0	--	--	--	--	--	0	0	9	73	18		23

[illegible]

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS																
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of GN20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of GN20 Duty MOS (%)					Your Proficiency in Performing Task (%)	% Saying New GN20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New GN20 (%)											
				1-0	2-1	3-2	4-3	5-4	1-1st month	2-2nd or 3rd month	3-4th to 6th month	4-7th to 12th month	5-After 12 months			1-Poor	2-Fair	3-Good	4-Very Good	5-Excellent	0-Not observed or task not performed	1-Constant direction	2-Much direction	3-Some direction	4-Little direction	5-No direction	
MAIN ROTOR ASSEMBLY ALIGN ROTOR ASSEMBLY	0-6	17	4	0	75	0	25	0	25	25	25	25	25	0	X	39	23	31	22	22	3						
	7-12	41	34	59	34	3	0	3	6	28	34	13	19	0													
	13+	56	21	83	11	0	0	6	--	--	--	--	--	0													
SWASHPLATE & SUPPORT ASSEMBLY REPAIR	0-6	17	6	50	33	17	0	0	0	67	17	0	17	0	X	60	14	35	18	27	6						
	7-12	26	19	50	50	0	0	0	11	44	28	11	6	0													
	13+	23	7	33	67	0	0	0	--	--	--	--	--	0													
SWASHPLATE & SUPPORT ASSEMBLY PACKAGE	0-6	17	7	43	43	14	0	0	0	43	29	0	29	0	X	18	6	9	25	37	24						
	7-12	36	33	50	43	7	0	0	14	41	17	7	21	0													
	13+	31	14	50	33	17	0	0	--	--	--	--	--	0													
FIRE DETECTOR SYSTEM TEST	0-6	17	7	33	0	33	0	33	0	43	29	14	14	0	X	33	12	16	32	26	15						
	7-12	29	40	38	20	18	5	20	23	36	26	13	3	0													
	13+	39	25	46	29	13	0	13	--	--	--	--	--	4													
FIRE DETECTOR SYSTEM INSTALL	0-6	17	7	43	29	29	0	0	14	43	43	0	0	0	X	25	7	15	21	31	26						
	7-12	20	22	50	32	14	0	5	10	43	29	19	0	0													
	13+	20	7	71	14	14	0	0	--	--	--	--	--	0													
LANDING LIGHT ASSEMBLY REMOVE	0-6	17	6	67	17	0	0	17	0	33	33	17	17	0	X	17	4	12	17	32	35						
	7-12	32	38	63	31	6	0	0	19	22	22	22	16	0													
	13+	43	27	52	43	4	0	0	--	--	--	--	--	0													
COLLECTIVE PITCH & POWER CONTROL LEVER ASSEMBLE	0-6	16	6	83	17	0	0	0	0	33	50	0	17	0	X	45	21	30	29	17	3						
	7-12	29	23	64	36	0	0	0	9	26	26	35	4	0													
	13+	36	19	56	39	6	0	0	--	--	--	--	--	0													
TAIL ROTOR CONTROL QUADRANT REPAIR	0-6	16	6	50	50	0	0	0	17	0	67	0	17	0	0	53	23	33	20	20	3						
	7-12	23	24	65	22	4	4	4	8	29	33	17	13	0													
	13+	26	7	43	57	0	0	0	--	--	--	--	--	0													
FORCE GRADIENT ASSEMBLIES ADJUST	0-6	16	4	50	25	0	25	0	25	75	0	0	0	0	X	31	13	25	35	24	3						
	7-12	23	26	61	35	4	0	0	0	30	52	17	0	0													
	13+	26	13	67	25	8	0	0	--	--	--	--	--	0													
MANUAL JETTISON CONTROLS INSTALL	0-6	16	10	10	50	40	0	0	40	30	10	20	0	0	X	26	2	7	21	38	32						
	7-12	17	17	31	63	0	0	0	24	24	29	18	6	0													
	13+	30	14	36	55	0	0	9	--	--	--	--	--	0													
TOW RINGS INSTALL	0-6	16	12	45	45	9	0	0	25	17	17	17	25	0	X	10	1	1	10	33	55						
	7-12	30	43	54	33	10	3	0	30	30	18	10	13	0													
	13+	33	19	67	28	0	0	6	--	--	--	--	--	0													
N2 TACHOMETER GENERATOR INSTALL	0-6	16	8	25	50	13	0	13	0	38	25	38	0	0	X	9	4	10	13	45	27						
	7-12	37	45	57	26	12	5	0	18	20	38	18	7	4													
	13+	60	38	65	18	9	3	6	--	--	--	--	--	0													
MAIN FUEL LINE STRAINER (LAST CHANCE) OBTAIN SERVICEABLE REPLACEMENT	0-6	16	9	11	44	33	11	0	11	44	22	0	22	0	X	13	5	6	22	36	31						
	7-12	28	27	60	35	5	0	0	29	38	17	4	13	0													
	13+	43	28	64	8	20	4	4	--	--	--	--	--	0													

STARTING FUEL SOLENOID VALVE FILTER

*INSTALL	0-6 7-12 13+	16 20 25	14 42 27	23 49 35	23 16 46	0 5 4	0 3 0	46 29 --	15 32 --	8 21 --	23 13 --	8 5 --	0 0 0	0 23 0	23 44 4	15 31 33	15 21 30	X	19	7	11	16	42	25
TRANSMISSION SUMP PLUG INSTALL	0-6 7-12 13+	16 37 25	7 46 17	14 59 53	14 27 40	0 2 7	0 14 0	29 21 --	29 37 --	29 16 --	0 2 --	14 2 --	0 5 0	0 43 0	43 40 7	29 26 33	29 26 33	X	6	3	7	13	39	39
TRANSMISSION OIL PUMP REMOVE	0-6 7-12 13+	16 15 19	6 12 6	33 80 53	67 10 50	0 10 17	0 0 0	33 10 --	0 30 --	0 30 --	0 0 --	0 0 --	0 0 0	0 17 0	17 33 17	33 20 30	33 30 30	X	43	7	14	27	28	24
COLLECTIVE LEVERS *REPAIR	0-6 7-12 13+	16 21 24	12 35 23	33 59 60	58 28 35	0 6 5	0 0 0	25 18 --	58 30 --	8 12 --	0 9 --	0 0 --	0 6 5	0 39 29	42 39 48	25 15 14	25 15 14	X	61	21	29	25	19	6
FIRE DETECTOR SYSTEM DISASSEMBLE	0-6 7-12 13+	16 15 29	10 57 16	20 29 67	10 29 25	0 7 8	0 0 0	33 23 --	33 31 --	22 15 --	0 15 --	11 15 --	0 0 0	0 15 0	70 31 40	20 31 20	10 23 40	X	54	13	14	39	20	14
ANTI-COLLISION LIGHT *DISASSEMBLE	0-6 7-12 13+	16 33 49	18 90 66	29 59 64	53 35 30	12 5 5	0 0 2	24 15 --	24 28 --	41 17 --	12 13 --	0 0 --	0 5 0	6 33 3	47 30 24	24 32 31	24 32 31	X	40	5	12	29	21	33
ANTI-COLLISION LIGHT TROUBLESHOOT	0-6 7-12 13+	16 31 51	7 39 25	33 57 38	67 34 54	0 9 8	0 0 0	17 8 --	50 32 --	33 41 --	0 16 --	0 3 0	0 3 0	0 50 3	17 35 25	33 30 38	33 30 38	X	20	12	19	27	29	13
SEARCH LIGHT ASSEMBLY INSTALL	0-6 7-12 13+	16 30 40	6 36 27	17 55 57	0 42 43	0 3 0	0 0 0	0 9 --	33 20 --	17 34 --	0 17 --	0 17 --	0 0 0	0 33 0	33 33 33	33 33 33	33 26 46	X	17	4	14	17	32	33
FORCE GRAVITY ASSEMBLIES DISASSEMBLE	0-6 7-12 13+	15 23 31	6 25 18	60 45 53	0 16 29	0 0 6	0 0 12	20 35 --	40 30 --	20 13 --	0 9 --	0 13 --	0 4 0	0 24 0	60 39 47	20 17 29	0 26 36	X	52	7	28	34	20	11
WINDSHIELDS & CHIN BUBBLES REPAIR	0-6 7-12 13+	15 22 33	7 23 16	50 62 54	33 29 31	17 5 8	0 5 0	0 26 --	14 17 --	14 52 --	0 4 --	0 4 --	0 0 0	0 14 0	43 43 21	29 36 36	29 36 36	X	36	6	9	31	38	15
TRANSMISSION COWLING REPAIR	0-6 7-12 13+	15 28 34	9 25 21	11 52 61	33 38 6	11 0 6	0 5 6	38 24 --	13 28 --	13 20 --	25 4 --	25 4 --	0 4 0	0 13 0	25 25 21	38 17 37	38 25 37	X	37	5	5	34	27	29
ENGINE COWLING REPAIR	0-6 7-12 13+	15 22 27	7 28 13	43 38 58	29 15 25	14 8 8	0 8 0	29 40 --	43 32 --	29 8 --	0 4 --	0 16 --	0 0 0	0 8 0	43 27 17	14 35 17	14 28 17	X	36	4	0	34	33	29
TAIL SKID (STINGER) OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	15 26 27	8 31 13	25 70 60	13 22 0	0 0 0	0 0 0	13 17 --	25 41 --	0 10 --	25 3 --	25 3 --	0 0 0	0 38 0	38 25 9	25 28 18	25 28 18	X	10	3	7	18	36	37
GROUND HANDLING WHEELS REPAIR	0-6 7-12 13+	15 28 32	9 26 15	22 70 62	22 26 15	0 4 15	0 8 0	22 16 --	44 44 --	11 8 --	0 8 --	0 0 --	22 4 0	0 12 0	33 44 54	33 20 23	33 20 23	X	37	10	21	30	25	14
NI TACHOMETER GENERATOR OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	15 30 43	9 44 26	29 56 52	14 27 36	0 10 8	0 5 4	33 12 --	44 31 --	0 19 --	11 5 --	11 5 --	0 0 0	0 11 0	33 33 4	22 40 35	22 40 35	X	12	6	5	19	41	30
IGNITER PLUGS INSTALL	0-6 7-12 13+	15 25 31	7 34 16	43 58 63	14 30 38	0 9 0	0 3 0	29 18 --	43 15 --	14 35 --	0 21 --	0 12 --	0 0 0	0 12 0	29 50 6	14 24 31	14 24 31	X	21	8	12	22	35	22

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS									
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of G/N20s Performing Task	# Times Performed Past Month(s)					First Performance After Award of G/N20 Duty MOS (%)					Your Proficiency In Performing Task (%)					% Saying New G/N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New G/N20 (%)
				1 - 0 2 - 12 3 - 16 4 - 10 5 - 11+					1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent						
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY REPAIR	0-6 7-12 13+	15 17 19	5 14 6	40 60 33	20 10 33	0 0 0	0 10 0	40 40 20	0 20 0	0 20 10	0 30 40	0 20 10	0 67 6	X	75	32	19	26	16	6
	0-6 7-12 13+	15 29 24	5 27 14	67 35 33	0 0 0	0 16 0	50 40 32	0 8 4	0 0 0	0 20 20	0 17 0	0 67 17	0 40 20							
HYD PUMP & TACH GEN DR QUILL ASSY (BAD MODELS) INSTALL	0-6 7-12 13+	15 19 21	5 17 10	60 25 25	0 0 0	0 6 0	40 13 44	0 13 19	0 13 0	0 20 40	0 6 4	0 19 31	0 25 8	X	50	10	21	42	23	5
	0-6 7-12 13+	15 19 41	6 19 22	50 29 64	17 12 9	0 0 5	40 12 47	0 18 6	0 0 0	0 0 0	0 47 35	0 18 41								
TRANSMISSION OIL COOLER CLEAN BY PRESSURE FLUSHING	0-6 7-12 13+	15 19 21	5 17 10	60 25 25	0 0 0	0 6 0	40 13 44	0 13 19	0 13 0	0 20 40	0 6 4	0 19 31	0 25 8	X	27	6	10	22	39	23
	0-6 7-12 13+	15 19 41	6 19 22	50 29 64	17 12 9	0 0 5	40 12 47	0 18 6	0 0 0	0 47 35	0 18 41									
INPUT DRIVE QUILL ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	15 31 40	7 22 10	67 37 38	0 0 0	0 0 0	43 29 14	14 0 0	0 15 40	0 20 5	0 5 20	0 14 43	0 30 30	0	63	24	22	38	9	7
	0-6 7-12 13+	15 17 23	1 11 10	99 64 63	0 18 0	0 0 0	0 9 55	27 0 27	0 0 0	0 0 0	0 36 45	0 18 13								
MAIN ROTOR ASSEMBLY DISASSEMBLE 44" & 48" HUB ASSEMBLY	0-6 7-12 13+	15 17 23	1 11 10	99 64 63	0 18 0	0 0 0	0 9 55	27 0 27	0 0 0	0 0 0	0 36 45	0 18 13	X	57	17	29	26	23	6	
	0-6 7-12 13+	15 22 19	9 25 11	38 56 70	25 8 0	0 0 0	12 20 32	24 12 0	0 4 36	0 56 56	0 36 27									
ANTI-DRIVE LINK ASSEMBLY (C MODEL ONLY) REMOVE	0-6 7-12 13+	15 22 19	9 25 11	38 56 70	25 8 0	0 0 0	12 20 32	24 12 0	0 4 36	0 56 56	0 36 27	X	20	3	6	27	31	32		
	0-6 7-12 13+	15 19 8	9 68 88	33 0 0	0 11 42	0 32 5	0 11 0	0 26 42	0 32 50											
PITOT TUBE OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	15 28 40	7 29 24	29 36 48	29 20 19	0 4 5	29 37 11	0 15 4	0 33 0	0 14 0	0 42 35	0 23 55	X	26	6	10	34	30	20	
	0-6 7-12 13+	15 24 25	7 25 15	43 68 64	43 5 29	0 0 7	14 32 27	9 5 0	0 5 0	0 14 29	0 36 32	0 23 33								
BATTERY (NICAD) SERVICE	0-6 7-12 13+	15 28 40	7 29 24	29 36 48	29 20 19	0 4 5	29 37 11	0 15 4	0 33 0	0 14 0	0 42 35	0 23 55	X	21	6	9	15	41	28	
	0-6 7-12 13+	15 24 25	7 25 15	43 68 64	43 5 29	0 0 7	14 32 27	9 5 0	0 5 0	0 14 29	0 36 32	0 23 33								
VOLTAGE REGULATOR REMOVE	0-6 7-12 13+	15 24 25	7 25 15	43 68 64	43 5 29	0 0 7	14 32 27	9 5 0	0 5 0	0 14 29	0 36 32	0 23 33	X	18	2	9	15	35	39	
	0-6 7-12 13+	15 27 38	8 41 25	43 39 48	29 8 0	0 0 4	43 29 0	29 0 0	0 21 28	0 18 28	0 5 5	0 3 28								0 33 36
INTERIOR LIGHTS INSTALL	0-6 7-12 13+	15 29 38	9 35 25	11 30 41	11 9 18	0 6 0	22 27 21	11 15 18	0 6 27	0 33 33	0 11 33	0 33 33	0 30 30	X	43	7	10	33	29	21
	0-6 7-12 13+	15 29 38	9 35 25	11 30 41	11 9 18	0 6 0	22 27 21	11 15 18	0 6 27	0 33 33	0 11 33	0 33 33	0 30 30							
NAVIGATION LIGHTS REPAIR	0-6 7-12 13+	15 29 38	9 35 25	11 30 41	11 9 18	0 6 0	22 27 21	11 15 18	0 6 27	0 33 33	0 11 33	0 33 33	0 30 30	X	40	1	5	26	36	31
	0-6 7-12 13+	14 24 29	5 26 17	60 36 36	20 16 64	0 0 0	20 60 20	0 0 0	0 16 24	0 32 12	0 16 20	0 40 20	0 20 40							

SOUNDPROOFING REPAIR	0-6 7-12 13+	14 22 30	4 30 17	0 75 20	25 48 67	0 10 13	0 0 0	0 25 21	50 31 24	0 14 10	0 0 0	0 7 0	0 27 40	50 20 27	X	48	3	5	16	31	45
WINDOVS REPAIR	0-6 7-12 13+	14 32 35	6 35 19	83 61 53	17 35 40	0 3 7	0 0 0	20 15 --	40 36 --	0 18 --	0 9 0	0 13 0	0 20 38	40 27 19	X	33	6	11	29	37	18
FM HOMING ANTENNA ELEMENTS REMOVE	0-6 7-12 13+	14 19 25	10 27 14	50 50 54	20 46 46	0 0 0	0 0 0	0 15 --	10 30 --	0 11 --	0 7 0	0 37 21	0 19 50	10 37 21	X	40	4	9	12	41	34
CARGO SUSPENSION SYSTEM (CARGO HOOK) INSTALL	0-6 7-12 13+	14 18 30	8 27 17	38 60 67	63 32 33	0 8 0	0 0 0	13 17 --	25 36 --	0 12 --	0 0 0	0 12 0	0 23 35	0 31 18	X	21	8	6	20	43	23
CARGO SUSPENSION SYSTEM (CARGO HOOK) REMOVE	0-6 7-12 13+	14 32 43	8 35 29	50 72 71	50 28 29	0 0 0	0 0 0	13 21 --	25 30 --	13 18 --	0 6 0	0 88 0	0 29 46	0 13 46	X	20	8	5	20	40	27
TAIL ROTOR DRIVE SHAFT COVERS OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	14 18 22	7 26 13	57 46 75	43 31 17	0 15 8	0 0 0	14 21 --	29 21 --	0 17 --	0 4 0	0 36 0	0 16 46	0 44 31	X	10	4	5	19	38	34
TAIL BOOM REPAIR	0-6 7-12 13+	14 14 21	5 9 7	40 67 57	40 17 43	0 0 0	0 0 0	0 13 --	60 25 --	0 20 --	0 0 0	0 13 0	0 25 43	0 38 --	X	56	9	18	35	25	13
N1 POWER LEVER CONTROL TUBES * RIG TC THROTTLE (TWIST GRIP)	0-6 7-12 13+	14 15 18	5 25 16	40 64 62	60 23 31	0 14 8	0 0 0	40 9 --	20 20 --	0 5 --	0 0 0	0 36 0	0 45 14	0 18 14	X	27	20	36	23	16	6
H2 POWER TURBINE GOVERNOR LINEAR ACTUATOR SERVICE	0-6 7-12 13+	14 24 24	5 29 17	60 48 63	20 11 31	0 4 6	0 0 0	40 25 --	20 21 --	0 14 --	0 0 0	0 41 12	0 31 29	0 31 59	X	29	13	11	26	36	14
N1 TACHMETER GENERATOR TROUBLESHOOT	0-6 7-12 13+	14 26 37	6 27 14	33 52 50	17 24 40	0 4 10	0 0 0	17 19 --	33 41 --	0 7 --	0 0 0	0 37 36	0 26 --	0 36 --	X	17	10	12	30	31	15
ENGINE EXHAUST TAIL PIPE REMOVE	0-6 7-12 13+	14 23 37	6 28 23	33 60 74	67 26 22	0 4 0	0 0 0	0 15 --	0 23 --	0 19 --	0 0 0	0 7 0	0 30 35	0 35 --	X	31	4	6	12	42	36
ENGINE OIL LINES OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	14 27 23	8 38 12	50 78 75	50 19 17	0 3 8	0 0 0	0 18 --	25 29 --	0 6 --	0 0 0	0 46 17	0 31 58	0 23 8	X	18	5	7	23	38	27
HYDRAULIC PRESSURE RELIEF VALVE INSTALL	0-6 7-12 13+	14 15 19	4 11 8	75 57 63	25 43 38	0 0 0	0 0 0	0 0 --	0 67 --	0 22 --	0 0 0	0 25 0	0 25 38	0 25 38	X	32	8	14	19	40	19
HYD PUMP & TACH GEN DR QUILL ASSY (B&D MODELS) REMOVE	0-6 7-12 13+	14 16 17	8 17 9	50 63 67	50 31 33	0 6 0	0 0 0	0 13 --	13 20 --	0 33 --	0 0 0	0 65 44	0 18 22	0 38 --	X	37	4	15	28	31	22
TRANSMISSION OIL LEVEL SIGHT GAUGE INSTALL	0-6 7-12 13+	14 13 13	7 11 7	43 80 71	43 10 29	0 10 0	0 0 0	0 27 --	50 64 --	0 9 --	0 0 0	0 36 14	0 27 71	0 27 --	X	32	4	13	28	31	25
TRANSMISSION OIL PUMP SCREEN OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	14 19 20	4 15 11	25 73 56	25 18 22	0 9 11	0 0 0	25 36 --	50 27 --	0 18 --	0 9 11	0 45 22	0 25 44	0 25 44	X	29	5	8	22	34	32

Task	MECHANICS AND CREWMEN										SUPERVISORS															
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67H20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67H20 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Sparing New 67H20 Unit Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67H20 (%)						
				1-0 2-1-2 3-3-6 4-7-10 5-11+					1-1st month 2-2nd or 3rd month 3-4th to 5th month 4-7th to 12th month 5-After 12 months					1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent												
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5			0	1	2	3	4	5
TRANSMISSION OIL PUMP REPAIR BY REPLACING O-RINGS	0-6	14	6	33	67	0	0	0	33	0	67	0	0	0	17	33	17	33	X	54	14	14	33	25	14	
	7-12	10	7	99	0	0	0	0	17	17	33	33	0	0	0	0	33	17	50							
	13+	15	4	25	50	25	0	0	--	--	--	--	--	--	0	0	50	0	50							
TRANSMISSION ASSEMBLY REPAIR	0-6	14	6	17	50	17	17	0	17	33	33	17	0	0	17	33	33	17	0	81	35	13	35	13	4	
	7-12	13	8	57	43	0	0	0	13	25	38	25	0	0	0	13	38	13	38							
	13+	13	2	50	50	0	0	0	--	--	--	--	--	--	0	0	0	50	50							
MAIN ROTOR ASSEMBLY DISASSEMBLE 540 HUB ASSEMBLY	0-6	14	5	0	80	0	0	0	60	40	0	0	0	0	0	60	20	20	0	70	31	19	42	6	3	
	7-12	21	13	92	8	0	0	0	17	17	33	8	25	0	0	8	67	25	0							
	13+	35	8	75	25	0	0	0	--	--	--	--	--	--	0	0	38	50	13							
STABILIZER BAR DAMPERS PACKAGE	0-6	14	7	57	29	14	0	0	0	29	43	14	14	14	0	14	57	14	14	X	11	6	10	22	38	24
	7-12	31	30	61	29	7	0	4	39	32	21	4	4	4	0	0	32	43	25							
	13+	36	18	57	36	7	0	0	--	--	--	--	--	--	0	0	29	57	14							
PILOT ATTITUDE INDICATOR REMOVE	0-6	14	8	29	71	0	0	0	14	57	29	0	0	0	0	0	57	43	0	17	4	10	21	31	34	
	7-12	29	38	72	28	0	0	0	8	30	22	32	5	5	0	3	22	44	31							
	13+	29	20	65	35	0	0	0	--	--	--	--	--	--	0	0	15	50	35							
INTERIOR LIGHTS REMOVE	0-6	14	10	40	50	0	0	0	30	40	10	20	0	0	10	20	40	30	18	2	8	16	35	38		
	7-12	23	31	46	21	18	7	7	30	27	10	17	17	0	0	37	27	37								
	13+	31	22	37	47	16	0	0	--	--	--	--	--	--	0	0	35	45	20							
INERTIA REELS OBTAIN SERVICEABLE REPLACEMENT	0-6	13	7	29	57	14	0	0	0	17	67	17	0	0	0	50	33	17	0	7	3	5	20	36	35	
	7-12	35	53	52	43	5	0	0	12	25	39	20	4	4	0	4	31	25	39	X						
	13+	47	29	67	26	7	0	0	--	--	--	--	--	--	0	4	7	44	44							
TROOP SEATS REPAIR	0-6	13	6	40	60	0	0	0	33	17	17	33	0	0	0	17	33	50	0	38	1	3	15	34	47	
	7-12	23	32	29	52	16	0	0	33	33	33	20	17	7	0	6	10	39	45							
	13+	31	19	47	35	18	0	0	--	--	--	--	--	--	0	0	20	40	40							
MANUAL JETTISON CONTROLS TROUBLESHOOT	0-6	13	8	25	38	25	0	13	25	38	25	13	0	0	0	50	38	13	0	25	5	12	31	34	18	
	7-12	16	13	36	64	0	0	0	23	15	31	23	8	8	0	0	46	23	31	X						
	13+	31	15	33	50	8	0	0	0	--	--	--	--	--	0	0	31	38	31							
TAIL BOOM OBTAIN SERVICEABLE REPLACEMENT	0-6	13	4	0	75	25	0	0	33	33	0	33	0	0	0	0	67	33	0	31	2	11	22	39	26	
	7-12	30	31	48	39	6	6	0	17	17	30	23	13	0	0	16	39	26	19							
	13+	29	13	92	8	0	0	0	--	--	--	--	--	--	0	8	31	31	31	X						
VERTICAL FIN FAIRING REMOVE	0-6	13	6	33	67	0	0	0	40	20	0	20	20	0	0	20	20	60	0	29	2	3	18	36	40	
	7-12	34	45	38	44	10	5	3	26	29	14	19	12	0	0	7	38	33	21							
	13+	26	12	50	40	0	10	0	--	--	--	--	--	--	0	0	10	50	40	X						
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY SERVICE	0-6	13	8	50	25	13	0	13	25	38	25	13	0	0	14	29	29	14	0	30	7	6	28	32	28	
	7-12	19	22	63	26	5	5	0	32	23	27	0	18	0	0	9	41	32	18	X						
	13+	18	7	43	29	14	0	14	--	--	--	--	--	--	0	0	57	29	14							
ENGINE INTAKE BELLMOUTH INSTALL	0-6	13	4	99	0	0	0	0	0	67	33	0	0	0	0	0	67	33	0	46	3	16	16	43	21	
	7-12	9	11	30	40	10	10	10	30	10	30	10	20	0	0	0	30	60	10							
	13+	13	4	99	0	0	0	0	--	--	--	--	--	--	0	0	25	50	25	X						



[illegible]

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS				
	Months of UH-1 Maneuver- ance Experi- ence	Percent Perform- ing or Assess- ing	Number of 6/N20s Perform- ing Task	# Times Performed Past Month (%)					First Performance After Award of 6/N20 Duty MOS (%)					% Spring New 6/N20 Must Be Perform- able To Perform At Once With Little Direction X > 20% O < 20%	Amount of Direction Required by New 6/N20 (%)
				1	2	3	4	5	1	2	3	4	5		
TAIL ROTOR DRIVE SHAFT COVERS REPAIR	0-6 7-12 13+	12 18 29	7 14 13	43 55 33	29 18 33	14 18 33	0 0 0	14 8 0	29 23 0	43 38 0	14 8 0	0 0 0	43 23 30	X	5 3 33
GROUND HANDLING WHEELS DISASSEMBLE	0-6 7-12 13+	12 17 25	3 16 11	67 81 78	0 0 22	33 6 0	0 0 0	0 6 0	0 7 0	33 47 0	33 20 0	0 0 0	0 13 25	X	8 16 30
TOW RINGS REMOVE	0-6 7-12 13+	12 15 26	6 20 15	33 63 54	50 32 46	0 0 0	0 0 0	0 5 0	50 28 0	33 33 0	17 11 0	0 0 0	0 32 42	X	1 1 10
ENGINE INDUCTION BAFFLE * OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	12 20 25	9 41 23	29 56 42	29 35 47	14 9 5	0 0 0	14 0 5	33 37 0	33 20 0	17 11 0	0 0 0	0 33 43	X	3 9 24
ENGINE TORQUE METER BOOST PUMP TROUBLESHOOT	0-6 7-12 13+	12 7 7	2 4 3	99 50 50	0 0 0	0 0 0	0 0 0	0 0 0	50 0 0	50 25 0	0 25 0	0 0 0	0 75 33	X	17 23 42
ENGINE TORQUE METER BOOST PUMP INSTALL	0-6 7-12 13+	12 7 7	1 6 3	99 83 99	0 17 0	0 0 0	0 0 0	0 0 0	0 0 0	99 50 17	0 17 0	0 0 0	0 67 50	X	9 22 23
N1 POWER LEVER CONTROL TUBES TROUBLESHOOT SYSTEM	0-6 7-12 13+	12 17 13	3 17 8	67 41 29	33 24 57	0 12 14	0 0 0	0 0 0	67 13 0	33 25 31	0 25 6	0 0 0	0 25 75	X	17 37 22
FUEL CONTROL UNIT TROUBLESHOOT	0-6 7-12 13+	12 15 17	3 15 8	67 60 63	33 20 25	0 0 0	0 0 0	0 0 0	0 17 0	33 50 0	0 0 0	0 0 0	0 42 44	X	30 28 33
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR TROUBLESHOOT	0-6 7-12 13+	12 15 17	2 15 8	50 60 63	0 13 25	0 7 13	0 0 0	0 0 0	0 13 0	50 40 33	0 13 0	0 0 0	0 25 25	X	19 22 36
FUEL QUANTITY TANK UNIT OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	12 17 16	4 14 7	50 77 67	0 23 33	0 0 0	0 0 0	0 0 0	0 8 0	50 31 31	0 25 8	0 0 0	0 50 50	X	4 10 25
MAIN FUEL STRAINER (WAFFER TYPE) REPAIR	0-6 7-12 13+	12 18 29	5 14 18	20 58 33	40 25 27	0 8 13	0 0 0	0 0 0	20 27 0	0 36 0	0 9 0	0 0 0	0 42 40	X	8 18 20
FUEL DIFFERENTIAL PRESSURE SWITCH INSTALL	0-6 7-12 13+	12 6 15	6 5 5	20 40 99	0 20 0	0 0 0	0 0 0	0 0 0	17 40 0	33 60 0	0 0 0	0 0 0	0 83 20	X	8 15 24
STARTING FUEL SOLENOID VALVE FILTER TROUBLESHOOT	0-6 7-12 13+	12 10 15	4 11 7	33 50 83	0 0 17	0 10 0	0 0 0	0 0 0	99 33 44	0 11 0	0 0 0	0 0 0	0 33 43	X	14 23 27

STARTING FUEL SOLENOID VALVE FILTER  
REMOVE

ENGINE EXHAUST TAIL PIPE  
INSTALL

ENGINE OIL PUMP  
REMOVE

ENGINE OIL COOLER  
CLEAN BY PRESSURE FLUSHING

HYDRAULIC MODULES (C MODEL)  
INSTALL

HYDRAULIC ACCUMULATOR (C MODEL)  
SERVICE

HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM)  
TEST

HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM):  
TROUBLESHOOT

TRANSMISSION OIL LEVEL SIGHT GAUGE  
REMOVE

TRANSMISSION OIL JETS  
OBTAIN SERVICEABLE REPLACEMENT

TRANSMISSION LIFT LINK  
OBTAIN SERVICEABLE REPLACEMENT

TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX)  
REPAIR

INPUT DRIVE QUILL ASSEMBLY  
REPAIR BY REPLACING O-RINGS

MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT)  
TROUBLESHOOT

INTERMEDIATE GEAR BOX (42 DEG. GEAR BOX)  
REPAIR

MAIN ROTOR ASSEMBLY  
ADJUST 48° ROTOR COLLECTIVE FORCE WORM-SCREW

0-6 7-12 13+	12 22 26	5 21 13	20 33 31	40 44 38	0 22 8	0 0 0	20 30 --	20 25 --	0 30 --	40 50 --	20 20 --	0 10 0	20 45 23	40 35 46	X	19	6	11	16	42	26
0-6 7-12 13+	12 23 27	6 25 14	50 64 69	33 32 23	17 0 8	0 4 0	0 8 --	50 26 --	33 12 --	17 0 --	0 4 8	0 32 46	33 24 31	0 15 15	X	31	5	7	12	40	36
0-6 7-12 13+	12 14 16	3 15 7	50 64 83	50 29 17	0 0 0	0 7 0	0 7 --	67 33 --	33 0 --	0 0 --	0 7 0	0 47 71	33 13 29	0 20 20	X	43	9	13	38	25	16
0-6 7-12 13+	12 26 29	5 29 16	40 58 60	40 29 33	20 8 0	0 4 0	20 13 --	60 39 --	0 25 --	0 4 --	0 0 0	20 33 13	60 29 27	0 20 20	X	45	9	22	30	23	16
0-6 7-12 13+	12 10 13	5 8 7	60 57 50	60 29 33	0 0 0	0 14 17	40 29 --	20 29 --	0 14 --	0 14 --	0 0 0	20 43 14	20 57 57	0 0 0	X	48	8	14	30	25	23
0-6 7-12 13+	12 5 10	4 4 8	99 33 63	99 67 38	0 0 0	0 0 0	33 25 --	67 25 --	0 0 --	0 0 --	0 0 0	50 50 38	25 25 25	0 0 0	X	45	10	24	31	19	15
0-6 7-12 13+	12 17 21	2 9 8	50 82 38	50 22 25	0 0 13	0 0 25	99 33 --	0 44 --	0 11 --	0 22 --	0 13 25	50 50 13	0 0 0	0 0 0	X	34	16	30	28	17	9
0-6 7-12 13+	12 30 33	4 22 15	50 71 58	50 24 25	0 0 17	0 0 0	25 19 --	25 29 --	0 0 --	0 0 --	0 14 8	50 48 42	0 10 0	0 0 0	X	22	22	26	35	10	6
0-6 7-12 13+	12 12 14	7 11 9	71 70 57	29 30 43	0 0 0	0 0 0	14 50 --	43 50 --	0 0 --	0 0 --	0 14 43	29 20 14	0 29 29	0 20 29	X	32	5	12	31	27	26
0-6 7-12 13+	12 21 35	4 31 19	50 79 68	25 17 11	0 3 5	0 0 5	33 30 --	67 23 --	0 7 --	0 13 32	0 48 32	0 23 37	0 16 0	0 32 37	X	10	5	5	26	35	29
0-6 7-12 13+	12 17 17	4 19 6	25 71 80	25 24 20	0 0 0	0 0 0	25 17 --	50 22 --	0 6 11	0 44 25	0 50 50	25 33 25	0 17 33	0 25 25	X	35	5	6	25	36	28
0-6 7-12 13+	12 14 14	4 13 5	25 67 75	25 25 0	25 8 25	0 0 0	50 8 --	0 33 --	0 8 --	0 58 40	0 50 40	50 33 8	0 40 40	0 50 50	0	81	29	17	29	21	4
0-6 7-12 13+	12 31 29	5 20 28	90 70 77	0 26 23	0 0 0	0 4 0	20 7 --	40 19 --	0 26 --	0 36 62	0 40 62	0 25 8	0 40 40	0 50 50	X	32	13	31	26	24	6
0-6 7-12 13+	12 27 35	6 33 19	37 39 50	17 45 44	0 6 0	0 6 0	40 28 --	20 38 --	0 19 --	0 6 --	0 32 47	21 39 21	0 40 40	0 50 50	X	19	13	27	30	20	11
0-6 7-12 13+	12 12 20	5 10 12	20 71 63	40 29 13	20 0 25	0 0 0	40 25 --	20 38 --	0 13 --	0 25 --	0 40 50	40 50 38	0 50 50	0 50 50	0	83	33	19	29	14	5
0-6 7-12 13+	12 24 37	3 20 11	33 72 64	67 28 27	0 0 9	0 0 0	33 15 --	0 26 --	0 32 --	0 63 45	0 32 45	0 36 36	0 50 50	0 50 50	X	36	19	26	35	15	5

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Task	MECHANICS AND CRENCHEFS										SUPERVISORS											
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 6/10/20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 6/10/20 Duty MOS (%)					Your Proficiency In Performing Task (%)	% Saying New 6/10/20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 6/10/20 (%)						
				1-0 2-12 3-36 4-710 5-11+					1- 1st month 2- 2nd or 3rd month 3- 4th to 6th month 4- 7th to 12th month 5- After 12 months							1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent	X > 20% O < 20%	0- Not observed or task not performed 1- Constant direction 2- Much direction 3- Some direction 4- Little direction 5- No direction				
				1	2	3	4	5	1	2	3	4	5					1	2	3	4	5
DYNAMIC STOPS (C MODEL) INSTALL	0-6 7-12 13+	12 18 18	6 18 6	17 81 83	17 13 17	0 0 0	0 0 0	33 12 --	33 29 --	33 29 --	6 6 --	24 12 --	0 0 0	X	42	13	12	20	26	29		
	0-6 7-12 13+	12 23 24	6 26 14	50 67 36	33 29 64	0 4 0	0 0 0	17 12 --	33 32 --	33 44 --	0 8 15	17 4 54	0 20 23	X	38	11	12	19	32	26		
	0-6 7-12 13+	12 24 29	5 15 12	60 67 56	40 25 22	0 0 0	0 0 0	0 23 --	20 31 --	20 31 --	0 15 --	0 0 --	0 0 0	X	23	6	9	24	38	22		
ANTI-DRIVE LINK ASSEMBLY (C MODEL ONLY) INSTALL	0-6 7-12 13+	12 15 16	6 16 9	50 38 71	33 36 29	0 17 0	0 0 0	0 13 --	33 20 --	33 20 --	0 0 0	0 0 --	0 0 0	X	36	4	10	28	32	27		
	0-6 7-12 13+	12 17 19	7 19 14	57 75 73	29 25 18	14 0 9	0 0 0	0 6 --	22 28 --	22 22 --	0 0 0	0 0 --	0 0 0	X	18	6	9	19	29	37		
	0-6 7-12 13+	12 15 26	6 19 18	40 59 77	60 29 15	0 6 0	0 0 0	17 24 --	33 18 --	33 29 --	0 6 --	0 0 --	0 0 0	X	16	5	10	18	31	36		
GAS PRODUCER (N1) TACHOMETER INSTALL	0-6 7-12 13+	12 15 16	6 15 9	50 62 78	17 31 22	0 0 0	0 0 0	0 0 --	17 15 --	17 46 --	0 8 --	0 0 0	0 0 0	X	18	3	9	15	35	39		
	0-6 7-12 13+	12 15 22	5 17 13	20 71 77	80 29 23	0 0 0	0 0 0	0 0 --	40 33 --	40 20 --	0 7 --	0 0 0	0 0 0	X	15	2	10	17	34	37		
	0-6 7-12 13+	12 20 23	7 23 12	71 75 60	29 15 40	0 0 0	0 0 0	33 19 --	33 14 --	33 52 --	0 10 --	0 0 0	0 0 0	X	22	5	5	26	34	29		
WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLIES OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	12 15 19	5 13 9	80 82 63	20 18 25	0 0 13	0 0 0	0 9 --	40 27 --	40 45 --	0 9 --	0 0 --	0 0 0	X	17	5	8	24	36	28		
	0-6 7-12 13+	12 20 23	7 20 16	57 58 71	29 32 29	14 5 0	0 0 0	0 5 --	29 26 --	29 16 --	0 14 --	0 0 0	0 0 0	X	31	5	6	14	37	38		
	0-6 7-12 13+	12 17 28	5 24 16	25 52 44	50 33 56	0 10 0	0 0 0	50 23 --	25 36 --	25 9 --	0 5 --	0 0 0	0 0 0	X	45	6	10	28	36	19		
TRANSMISSION SIGHT GAUGE LIGHT INSTALL	0-6 7-12 13+	12 20 23	8 31 15	99 68 60	0 32 33	0 0 7	0 0 0	25 7 --	13 25 --	25 32 --	13 25 --	11 11 --	0 0 0	X	24	3	10	15	36	36		
	0-6 7-12 13+	12 23 27	8 31 15	99 68 60	0 32 33	0 0 7	0 0 0	25 7 --	13 25 --	25 32 --	13 25 --	11 11 --	0 0 0	X	24	3	10	15	36	36		

	0-6 7-12 13+	12 33 45	7 39 30	29 53 64	57 47 32	0 0 4	14 0 0	0 22 0	0 14 11	0 43 14	0 30 24	0 43 24	0 43 14	0 0 0	X	47	11	9	32	28	20
ANTI-COLLISION LIGHT REPAIR															X						
COLLECTIVE PITCH & POWER CONTROL LEVER OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	11 31 37	5 33 21	40 67 50	60 30 44	0 3 0	0 0 6	0 0 0	0 16 0	0 29 35	0 16 29	0 40 35	0 40 16	0 20 3	X	9	5	13	24	36	22
CARGO OCOR DISASSEMBLE	0-6 7-12 13+	11 29 36	5 46 22	20 43 50	20 33 28	0 3 11	0 0 0	0 23 11	0 9 11	0 20 23	0 34 23	0 9 11	0 21 47	0 32 32	X	34	5	5	23	38	30
CARGO SUSPENSION SYSTEM (CARGO HOOK) TEST	0-6 7-12 13+	11 20 35	7 31 21	57 45 47	14 32 21	0 16 11	0 3 5	0 17 16	0 7 5	0 43 33	0 20 23	0 7 5	0 43 33	0 42 30	X	34	8	8	24	39	20
CARGO SUSPENSION SYSTEM (CARGO HOOK) SERVICE	0-6 7-12 13+	11 20 24	5 61 15	22 22 55	0 17 45	0 0 0	0 0 0	0 21 0	0 16 5	0 60 37	0 40 16	0 21 37	0 40 16	0 5 25	X	26	8	5	19	44	24
WORK PLATFORM (ENGINE & XMSN DECK) REMOVE	0-6 7-12 13+	11 20 13	4 21 7	99 67 40	0 28 60	0 6 0	0 0 0	0 25 0	0 5 5	0 67 35	0 33 10	0 25 35	0 10 5	0 5 0	X	46	3	7	21	28	40
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY INSTALL	0-6 7-12 13+	11 16 19	7 18 8	43 40 38	14 13 38	0 7 0	0 13 25	0 29 0	0 0 29	0 14 18	0 29 18	0 0 12	0 17 35	0 33 18	X	30	2	8	19	40	31
ENGINE INTAKE BELLMOUTH REMOVE	0-6 7-12 13+	11 13 20	6 12 10	20 58 25	0 25 50	0 8 0	0 0 0	0 17 0	0 8 0	0 40 17	0 60 58	0 0 8	0 20 42	0 17 63	X	46	3	15	15	40	27
N2 TACHOMETER GENERATOR *TROUBLESHOOT	0-6 7-12 13+	11 24 31	9 48 24	25 52 62	38 11 14	0 9 5	0 2 5	0 21 1	0 6 22	0 11 33	0 33 21	0 7 40	0 22 33	0 25 31	X	16	10	14	28	33	14
IGNITER PLUGS TROUBLESHOOT	0-6 7-12 13+	11 16 26	3 16 9	33 69 50	33 19 50	0 0 0	0 0 0	0 31 0	0 6 0	0 33 38	0 13 38	0 0 11	0 22 33	0 33 33	X	22	15	16	29	28	12
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE) TROUBLESHOOT	0-6 7-12 13+	11 23 30	4 19 13	25 44 22	50 31 11	0 13 33	0 0 22	0 13 1	0 7 27	0 33 33	0 40 7	0 7 27	0 22 56	0 25 20	X	22	7	18	32	27	16
FUEL PRESSURE TRANSMITTER REMOVE	0-6 7-12 13+	11 17 18	3 19 7	33 57 57	33 19 57	0 0 0	0 0 0	0 12 41	0 6 35	0 33 67	0 0 12	0 41 35	0 0 12	0 33 43	X	20	5	11	26	35	24
STARTING FUEL SOLENOID VALVE FILTER OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	11 14 15	4 11 5	25 38 20	0 0 20	0 0 0	0 0 0	0 40 0	0 10 0	0 25 20	0 30 0	0 20 0	0 20 60	0 25 25	X	22	6	7	29	33	26
TAIL ROTOR CONTROL HYDRAULIC CYLINDER DISASSEMBLE	0-6 7-12 13+	11 16 21	2 13 10	50 40 33	0 0 56	0 0 11	0 0 0	0 10 0	0 20 0	0 50 40	0 10 20	0 40 10	0 50 20	0 0 0	0	75	27	23	30	13	7
TAIL ROTOR CONTROL HYDRAULIC CYLINDER ASSEMBLE	0-6 7-12 13+	11 17 26	2 13 12	50 82 40	0 18 50	0 0 10	0 0 0	0 9 0	0 18 0	0 50 36	0 18 18	0 0 0	0 50 45	0 27 36	0	76	34	24	24	14	3
TAIL ROTOR DRIVE QUILL ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	11 27 30	5 29 14	60 69 23	20 19 8	0 0 0	0 0 0	0 12 0	0 44 12	0 60 44	0 24 24	0 8 12	0 36 36	0 20 36	X	24	4	5	31	32	28

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS									
	Months of UH-1A Maintenance Experience	Percent Performing or Assisting	Number of 61720s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 61720 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Saying New 61720 Must Be Able To Perform At Once With Little Direction	% Saying New 61720 (\$)
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		
STABILIZER BAR PACKAGE	0-6	11	4	0	99	0	0	0	50	50	0	0	0	0	75	0	25	0	19	6
	7-12	19	14	62	38	0	0	0	14	43	21	7	14	0	0	29	50	21	1	12
	13+	26	10	90	10	0	0	0	0	0	0	0	0	0	0	40	40	20	0	25
DYNAMIC STOPS (C MODEL) REMOVE	0-6	11	7	57	43	0	0	0	0	43	43	0	14	0	0	43	29	29	42	9
	7-12	21	22	57	43	0	0	0	19	38	14	24	5	0	5	24	48	24	0	12
	13+	15	9	50	50	0	0	0	0	0	0	0	0	0	0	29	71	0	0	22
FUEL QUANTITY INDICATOR INSTALL	0-6	11	6	83	0	0	17	0	0	60	0	20	20	0	0	17	33	50	15	2
	7-12	15	19	71	24	6	0	0	0	47	35	12	6	0	0	41	29	29	0	14
	13+	25	15	67	25	8	0	0	0	0	0	0	0	0	0	25	58	17	0	12
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES OBTAIN SERVICEABLE REPLACEMENT	0-6	11	6	67	33	0	0	0	0	20	40	20	20	0	17	50	17	0	14	6
	7-12	29	32	65	31	4	0	0	21	18	25	18	18	0	4	43	25	29	0	25
	13+	35	18	60	33	7	0	0	0	0	0	0	0	0	0	33	33	33	0	34
MASTER CAUTION PANEL TROUBLESHOOT	0-6	11	5	20	40	40	0	0	20	60	0	20	0	0	20	40	40	0	37	19
	7-12	16	9	63	38	0	0	0	13	38	50	0	0	0	0	63	13	25	0	26
	13+	17	6	60	40	0	0	0	0	0	0	0	0	0	0	40	20	40	0	31
BATTERY (NICAD) TROUBLESHOOT	0-6	11	5	40	0	20	0	40	25	50	0	25	0	0	0	0	50	50	0	17
	7-12	17	12	30	30	30	10	0	20	60	20	0	0	0	0	20	10	70	0	25
	13+	32	12	30	50	10	0	10	0	0	0	0	0	0	0	50	40	10	0	29
STANOSY GENERATOR (STARTER-GENERATOR) INSTALL	0-6	11	5	20	40	20	20	0	20	60	0	20	0	0	20	0	80	0	22	9
	7-12	19	16	67	20	13	0	0	7	40	20	27	7	0	7	33	47	13	0	17
	13+	27	16	60	33	7	0	0	0	0	0	0	0	0	0	40	33	27	0	21
INTERIOR LIGHTS OBTAIN SERVICEABLE REPLACEMENT	0-6	11	7	43	43	0	0	14	43	43	14	0	0	0	14	29	29	29	0	4
	7-12	24	29	42	27	19	4	8	32	18	14	18	18	0	0	29	32	39	0	5
	13+	31	20	41	41	12	6	0	0	0	0	0	0	0	0	33	28	39	0	24
LANDING LIGHT ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	11	6	33	50	17	0	0	0	33	50	0	17	0	0	67	17	17	0	5
	7-12	23	24	52	43	5	0	0	14	23	23	18	23	0	4	43	22	30	0	6
	13+	39	27	43	52	4	0	0	0	0	0	0	0	0	0	25	29	46	0	26
VERTICAL FIN FAIRING OBTAIN SERVICEABLE REPLACEMENT	0-6	10	5	80	20	0	0	0	25	25	25	25	0	0	0	25	50	25	0	3
	7-12	11	15	57	36	0	0	0	7	38	23	8	23	0	7	29	43	21	0	4
	13+	16	7	83	17	0	0	0	0	0	0	0	0	0	0	0	71	29	0	25
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY REPAIR	0-6	10	3	0	67	0	33	0	0	33	33	0	33	0	0	99	0	0	0	17
	7-12	6	7	99	0	0	0	0	17	33	33	17	0	0	0	50	17	33	0	23
	13+	8	4	99	0	0	0	0	0	0	0	0	0	0	25	25	50	0	0	8
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY REMOVE	0-6	10	4	0	50	0	25	25	25	25	25	25	0	0	0	99	0	0	0	2
	7-12	10	10	70	10	10	10	0	30	20	20	10	20	0	0	50	20	30	0	8
	13+	10	6	80	0	20	0	0	0	0	0	0	0	0	0	17	50	33	0	18
FUEL CONTROL UNIT RIG TO THROTTLE (TWIST GRIP)	0-6	10	2	0	99	0	0	0	99	0	0	0	0	0	0	50	0	50	0	30
	7-12	9	4	75	0	25	0	0	25	25	25	25	0	0	0	25	50	25	0	24
	13+	15	8	50	38	0	0	13	0	0	0	0	0	0	13	38	25	25	0	33

[illegible]

## Appendix C

### **ORGANIZATIONAL LEVEL: MAINTENANCE TASKS PERFORMED BY THE 7-12 MONTHS EXPERIENCE GROUP BUT NOT BY THE 0-6 MONTHS GROUP**

Appendix C presents data for all maintenance tasks performed by the group with 7-12 months of experience but not performed by the 0-6 months group. Data for the 13+ months group are also included for those tasks. As with the previous appendix, only organizational level mechanics and crew chiefs are included.



Task	MECHANICS AND CREWCHIEFS										SUPERVISORS				
	Months of UH-1 Mainline Experience	Percent of Perform- ance Assess- ing	Number of G/NZOs Perform- ing Task	Times Performed Past Month (%)					First Performance After Award of G/NZO Duty MQS (%)					New G/NZO Must Be Able To Perform At Once With Little Direction X > 20% 0 < 20%	Amount of Direction Required by New G/NZO (%)
				1	2	3	4	5	1	2	3	4	5		
INERTIA REELS REMOVE	7-12 13+	43 51	66 40	61	31	7	2	0	18	24	26	17	15	X	6
				54	40	3	3	0	--	--	--	--	--		2
CARGO OOR ASSEMBLE	7-12 13+	30 42	37 23	47	36	8	4	3	22	33	28	6	11	X	35
				53	32	11	0	5	--	--	--	--	--		3
COPILOT ATTITUDE INDICATOR REMOVE	7-12 13+	25 40	33 24	76	17	7	0	0	13	25	25	19	19	X	16
				75	20	5	0	0	--	--	--	--	--		4
COLLECTIVE PITCH & POWER CONTROL LEVER RIG TO N1 - N2 CONTROLS	7-12 13+	24 33	10 13	80	10	10	0	0	10	10	50	20	10	X	18
				58	17	25	0	0	--	--	--	--	--		32
VOLTAGE REGULATOR ADJUST	7-12 13+	24 33	29 21	61	32	4	0	4	10	21	28	31	10	X	33
				68	32	0	0	0	--	--	--	--	--		17
NAVIGATION LIGHTS TROUBLESHOOT	7-12 13+	24 34	25 16	35	35	4	9	17	17	17	25	13	29	X	25
				46	38	15	0	0	--	--	--	--	--		10
NAVIGATION LIGHT FLASHER INSTALL	7-12 13+	24 32	28 21	67	25	4	4	0	15	26	26	19	15	X	24
				74	26	0	0	0	--	--	--	--	--		3
INVERTERS REMOVE	7-12 13+	24 32	26 20	76	24	0	0	0	9	26	39	17	9	X	24
				68	21	11	0	0	--	--	--	--	--		5
PILOT OR COPILOT SEAT DISASSEMBLE	7-12 13+	23 27	26 17	36	48	16	0	0	16	20	32	12	20	X	42
				36	64	0	0	0	--	--	--	--	--		3
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR REMOVE	7-12 13+	23 24	21 10	67	24	5	5	0	14	29	29	19	10	X	28
				63	25	13	0	0	--	--	--	--	--		11
ENGINE OIL FILTER REPAIR	7-12 13+	23 17	33 7	34	38	19	6	3	23	29	23	13	13	X	54
				57	29	14	0	0	--	--	--	--	--		5
SEARCH LIGHT ASSEMBLY REMOVE	7-12 13+	23 33	29 14	62	35	4	0	0	14	11	43	25	7	X	17
				71	14	14	0	0	--	--	--	--	--		4
IGNITER PLUGS REMOVE	7-12 13+	22 31	28 18	62	27	12	0	0	18	18	32	21	11	X	21
				76	18	6	0	0	--	--	--	--	--		6
MAIN FUEL FILTER ASSEMBLY (ELEC IHD TYPE) REPAIR	7-12 13+	22 25	29 13	35	27	31	8	0	38	19	23	12	8	X	54
				42	50	8	0	0	--	--	--	--	--		7
ENGINE (AS AN OPERATIONAL SYSTEM) ALIGN TO TRANSMISSION	7-12 13+	22 20	17 10	75	19	0	6	0	19	19	25	19	19	X	48
				75	25	0	0	0	--	--	--	--	--		31
ELECTRICAL SYSTEM (AS AN OPERATIONAL UNIT) TROUBLESHOOT	7-12 13+	22 23	13 9	55	36	0	0	9	18	36	18	27	0	X	41
				44	22	22	11	0	--	--	--	--	--		33
FORCE GRADIENT ASSEMBLIES ASSEMBLE	7-12 13+	21 28	19 17	47	41	12	0	0	18	35	24	24	0	X	50
				56	31	6	0	6	--	--	--	--	--		11

NO. 1 POWER LEVER CONTROL TUBES  
REMOVE

ENGINE (AS AN OPERATIONAL SYSTEM)  
REMOVE

TRANSMISSION SUMP PLUG  
OBTAIN SERVICEABLE REPLACEMENT

COPILOT ATTITUDE INDICATOR  
OBTAIN SERVICEABLE REPLACEMENT

PILOT ATTITUDE INDICATOR  
OBTAIN SERVICEABLE REPLACEMENT

TRANSMISSION & ENGINE OIL PRESSURE INDICATORS  
INSTALL

SEARCH LIGHT ASSEMBLY  
OBTAIN SERVICEABLE REPLACEMENT

CARGO TIEDOWNS (RINGS)  
REMOVE

GROUND HANDLING WHEELS  
ASSEMBLE

HYDRAULIC PUMP (C MODEL)  
TROUBLESHOOT

CLOCK  
ADJUST

DUAL TACHOMETER  
REMOVE

FIRE DETECTOR SYSTEM  
TROUBLESHOOT

STANDBY GENERATOR (STARTER-GENERATOR)  
REMOVE

LANDING LIGHT ASSEMBLY  
TROUBLESHOOT

IRREVERSIBLE VALVES (B & O MODELS)  
REPAIR

HYD PUMP & TACH GEN DR QUILL ASSY (B&O MODELS)  
REPAIR BY REPLACING O-RINGS

MAIN ROTOR ASSEMBLY  
REPAIR BLADES

COPILOT ATTITUDE INDICATOR  
INSTALL

TORQUE METER INDICATOR  
INSTALL

NAVIGATION LIGHT FLASHER  
\* OBTAIN SERVICEABLE REPLACEMENT

7-12 13+	21 18	19 7	63 80	31 20	6 0	0 0	0 0	17 --	22 --	33 --	17 --	11 --	0 0	11 0	28 40	56 60	6 0	X	24	10	18	25	27	20
7-12 13+	21 24	11 9	70 86	10 0	10 14	0 0	0 0	30 --	30 --	20 --	20 --	0 --	0 0	0 0	50 71	40 14	10 14	X	54	10	19	29	29	12
7-12 13+	21 17	22 7	67 99	17 0	6 0	6 0	0 0	26 --	37 --	26 --	11 --	0 --	0 0	0 0	21 20	42 60	37 60	X	13	4	5	24	34	34
7-12 13+	21 35	26 23	77 58	18 42	5 0	0 0	0 0	17 --	22 --	26 --	13 --	22 --	0 0	0 0	42 25	29 50	29 50	X	19	3	6	28	38	25
7-12 13+	20 22	26 15	68 73	32 27	0 0	0 0	0 0	16 --	36 --	20 --	24 --	4 --	0 7	4 0	24 20	48 47	24 27	X	17	3	7	28	36	25
7-12 13+	20 32	23 23	68 42	23 16	9 0	0 0	0 0	14 --	27 --	23 --	27 --	9 --	0 0	5 0	23 42	32 32	41 26	X	15	3	9	15	35	38
7-12 13+	20 27	23 12	70 75	30 25	0 0	0 0	0 0	19 --	5 --	43 --	24 --	10 --	0 0	10 0	24 8	33 42	33 50	X	16	5	5	28	32	29
7-12 13+	19 21	24 16	35 45	35 18	13 9	4 18	13 18	25 --	29 --	21 --	17 --	8 --	0 0	0 0	25 25	29 46	46 42	X	19	2	3	8	30	57
7-12 13+	19 24	17 10	81 63	0 38	6 0	6 0	0 0	7 --	53 --	20 --	13 --	7 --	0 0	13 0	44 44	13 31	31 22	X	39	10	17	31	26	16
7-12 13+	19 17	14 8	75 57	17 43	8 0	0 0	0 0	42 --	17 --	25 --	17 --	0 --	0 0	8 0	42 43	42 29	8 29	X	40	16	18	37	19	10
7-12 13+	19 30	27 22	32 29	28 41	8 12	20 6	12 12	35 --	35 --	12 --	8 --	12 --	0 0	4 0	35 53	23 6	38 35	X	57	9	8	21	26	36
7-12 13+	19 26	25 18	61 67	35 28	4 6	0 0	0 0	4 --	29 --	25 --	29 --	13 --	0 0	0 0	38 22	46 50	17 50	X	16	5	8	17	33	37
7-12 13+	19 24	16 10	60 90	27 10	13 0	0 0	0 0	13 --	25 --	25 --	38 --	0 --	0 0	0 10	25 30	38 40	38 20	X	29	14	25	30	21	10
7-12 13+	19 22	14 10	54 99	38 0	0 0	0 0	8 0	0 --	23 --	46 --	31 --	0 --	0 0	7 0	29 20	14 30	50 20	X	22	6	17	22	32	22
7-12 13+	19 21	18 10	69 80	25 20	6 0	0 0	0 0	18 --	29 --	18 --	24 --	12 --	0 0	6 0	41 30	18 50	35 20	X	28	14	23	30	24	10
7-12 13+	18 18	17 6	43 80	50 20	7 0	0 0	0 0	20 --	20 --	40 --	13 --	7 --	7 0	7 0	20 40	20 40	20 40	X	72	21	18	32	21	9
7-12 13+	18 15	14 7	83 80	17 20	0 0	0 0	0 0	8 --	31 --	38 --	15 --	8 --	0 0	8 0	62 20	15 60	15 20	X	44	9	19	30	28	14
7-12 13+	18 19	7 9	71 29	14 57	0 14	0 0	14 0	29 --	0 --	14 --	43 --	14 --	0 0	0 0	71 29	14 43	14 43	X	59	25	29	27	14	4
7-12 13+	18 23	21 14	68 79	32 21	0 0	0 0	0 0	10 --	40 --	25 --	10 --	15 --	0 0	5 0	35 7	35 43	25 50	X	16	4	13	19	29	35
7-12 13+	18 26	21 19	67 75	28 19	6 6	0 0	0 0	16 --	26 --	21 --	26 --	11 --	0 0	0 6	37 44	26 25	26 25	X	18	3	10	14	35	39
7-12 13+	18 24	37 27	66 72	31 20	0 8	3 0	0 0	1 --	24 --	32 --	15 --	18 --	0 0	3 0	29 16	44 32	24 52	X	23	6	5	29	29	31

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS														
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of H-20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of H-20 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Spring New H-20s Able to Perform At Once With Little Direction	Amount of Direction Required by New H-20s (%)					
				# Times Performed Past Month (%)					First Performance After Award of H-20 Duty MOS (%)					Your Proficiency in Performing Task (%)						Amount of Direction Required by New H-20s (%)					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
SEARCH LIGHT ASSEMBLY TROUBLESHOOT	7-12 13+	13 31	14 19	55 47	27 53	9 0	9 0	0 0	8 23	23 15	31 --	--	--	0 0	8 25	54 38	8 38	31 --	X	26	14	22	29	23	11
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR RIG TO N2 SYSTEM	7-12 13+	17 16	13 9	54 50	38 50	8 0	0 0	0 0	8 15	38 15	23 --	--	--	0 0	15 50	54 38	15 13	5 5	X	32	27	24	35	9	5
AIR SPEED INDICATOR REMOVE	7-12 13+	17 29	20 20	83 69	11 25	6 6	0 0	0 0	16 21	37 21	5 --	--	--	0 0	5 0	42 33	26 33	26 33	X	15	3	9	15	34	39
CLOCK OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	17 31	24 21	64 75	36 25	0 0	0 0	0 0	14 38	33 10	5 --	--	--	0 0	0 0	29 10	38 71	33 --	X	16	6	7	24	31	32
TRANSMISSION & ENGINE OIL TEMP INDICATORS INSTALL	7-12 13+	17 16	22 7	55 86	45 14	0 0	0 0	0 0	10 25	30 35	0 --	--	--	0 0	5 14	38 57	19 29	19 --	X	15	3	10	16	33	38
EXHAUST TEMPERATURE INDICATOR INSTALL	7-12 13+	17 28	17 20	69 81	25 13	6 6	0 0	0 0	13 19	25 38	6 --	--	--	0 0	6 6	25 38	44 31	25 25	X	16	3	10	13	38	37
FUEL PRESSURE INDICATOR REMOVE	7-12 13+	17 20	15 14	62 50	38 50	0 0	0 0	0 0	7 21	29 21	21 --	--	--	0 0	0 0	21 30	29 40	30 30	X	16	2	10	18	33	38
RPM LIMIT WARNING SYSTEM TEST	7-12 13+	17 21	16 11	53 36	27 27	7 9	0 0	13 27	33 40	0 27	0 --	--	--	0 0	0 0	53 27	40 36	7 36	X	57	25	21	33	15	6
TRANSMISSION OIL PRESSURE TRANSMITTER INSTALL	7-12 13+	17 17	22 9	80 78	20 22	0 0	0 0	0 0	10 10	35 35	10 --	--	--	0 0	0 0	38 33	48 44	14 22	X	21	3	10	25	33	28
AIR SPEED INDICATOR INSTALL	7-12 13+	16 25	20 14	72 93	28 7	0 0	0 0	0 0	6 22	39 22	11 --	--	--	0 0	11 0	37 29	16 36	37 36	X	15	4	10	15	32	39
FUEL PRESSURE INDICATOR INSTALL	7-12 13+	16 18	17 10	67 70	33 30	0 0	0 0	0 0	6 44	25 25	0 --	--	--	0 0	0 0	38 10	50 50	13 40	X	16	2	12	15	35	37
MASTER CAUTION PANEL INSTALL	7-12 13+	16 16	13 9	67 43	33 57	0 0	0 0	0 0	8 42	42 8	0 --	--	--	0 0	0 0	33 25	58 13	8 63	X	28	3	17	21	30	28
TRANSMISSION SIGHT GAUGE LIGHT OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	16 16	21 10	89 90	11 10	0 0	0 0	0 0	26 16	26 11	21 --	--	--	0 0	11 0	37 10	26 60	26 30	X	30	2	4	27	38	29
ELECTRICAL SYSTEM (AS AN OPERATIONAL UNIT) TEST	7-12 13+	16 19	14 8	29 50	21 13	21 25	7 0	13 20	36 29	14 21	0 --	--	--	0 0	7 0	57 63	29 0	0 0	X	47	28	34	25	8	6
JUMP SEATS REPAIR	7-12 13+	15 22	21 11	67 90	12 10	6 0	0 0	0 0	30 40	10 10	10 --	--	--	0 0	5 0	20 18	25 27	50 55	X	40	1	3	18	32	47
FM HOMING ANTENNA ELEMENTS INSTALL	7-12 13+	15 14	14 5	50 40	25 40	8 0	8 0	20 0	17 33	17 33	0 --	--	--	0 0	0 20	25 0	33 60	42 20	X	40	3	11	12	42	33
WHIP ANTENNA OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	15 16	20 8	50 50	35 50	15 0	0 0	0 0	16 26	37 5	16 --	--	--	0 0	10 0	25 25	35 63	30 13	X	34	5	5	23	37	30

**POWER LEVER CONTROL TUBES  
OBTAIN SERVICEABLE REPLACEMENT**

## ENGINE ELECTRICAL HARNESS

**IGNITION UNIT (EXCITER)**

**IGNITER PLUGS  
OBTAIN SERVICEABLE REPLACEMENT**

## ENGINE OIL PRESSURE TRANSMITTER

## MAIN GENERATOR DRIVE QUILL ASSEMBLY REMOVE

ANTI-DIVE LINK ASSEMBLY (C MODEL ONLY)  
OBTAIN SERVICEABLE REPLACEMENT

## ALTIMETER INSTALL

**TRANSMISSION & ENGINE OIL PRESSURE INDICATORS  
OBTAIN SERVICEABLE REPLACEMENT**

**EXHAUST TEMPERATURE INDICATOR  
REMOVE**

**FUEL PRESSURE INDICATOR  
OBTAIN SERVICEABLE REPLACEMENT**

**FIRE DETECTOR SYSTEM  
OBTAIN SERVICEABLE REPLACEMENT**

LANDING LIGHT ASSEMBLY  
ASSEMBLY

SEARCH LIGHT ASSEMBLY  
DISASSEMBLE

**SEARCH LIGHT ASSEMBLY  
ASSEMBLE**

## INVERTERS TROUBLESHOOT

**CONTROL PANELS  
REMOVE**

FORCE GRADIENT ASSEMBLIES

REPAIR  
GROUND HANDY INC WHEEL ACTIATOR ASSEMBLY

## ENGINE INDUCTION BASELINE

REPAIR  
ANY POWER, EVER CONTROL TIMES

7-12 13+	15 12	12 4	60 99	40 0	0 0	0 0	27 --	18 --	36 --	18 --	0 --	0 0	27 0	73 50	0 50	X	24	6 13	19 37	23
7-12 13+	15 18	13 7	77 67	8 17	8 17	0 0	8 --	15 --	15 --	15 --	0 --	0 0	69 50	23 0	8 50	X	37	6 16	27 32	19
7-12 13+	15 15	18 7	65 86	29 14	0 0	0 0	6 --	33 --	11 --	39 --	11 --	0 0	13 14	25 29	31 43	X	23	5 11	23 36	25
7-12 13+	15 19	16 11	54 70	31 20	15 10	0 0	27 --	20 --	27 --	20 --	7 --	0 0	7 9	17 27	13 45	X	21	7 6	24 34	28
7-12 13+	15 22	11 11	64 56	36 22	0 0	0 0	9 --	45 --	27 --	9 --	9 --	0 0	64 33	36 44	0 22	X	20	3 11	22 38	26
7-12 13+	15 14	15 4	86 99	7 0	7 0	0 0	0 --	15 --	62 --	23 --	0 --	0 0	14 0	43 25	36 75	X	46	15 16	27 25	16
7-12 13+	15 15	15 14	47 75	47 25	7 0	0 0	0 --	43 33	21 25	21 17	14 17	0 0	50 42	29 33	27 25	X	39	4 6	29 33	28
7-12 13+	15 25	14 14	82 75	18 25	0 0	0 0	8 --	33 --	25 --	17 --	17 --	0 0	42 30	33 40	25 3	X	16	3 10	19 31	37
7-12 13+	15 24	17 13	62 46	38 38	0 15	0 0	6 --	29 --	24 --	35 --	6 --	0 0	35 23	53 38	11 38	X	15	4 5	26 32	33
7-12 13+	15 18	17 11	75 91	19 9	0 0	6 0	6 --	31 --	25 --	13 --	13 --	0 0	6 18	35 0	29 55	X	16	3 8	15 37	38
7-12 13+	15 14	11 8	67 40	33 60	0 0	0 0	10 --	30 --	40 --	10 --	10 --	0 0	20 20	60 20	20 20	X	17	4 5	26 33	32
7-12 13+	15 23	12 11	55 63	18 25	18 13	0 0	9 --	36 --	18 --	18 --	9 --	0 0	45 40	18 50	36 10	X	28	8 6	27 33	26
7-12 13+	15 27	11 15	56 58	44 33	0 8	0 0	11 --	33 --	11 --	22 --	22 --	0 0	50 17	20 67	20 17	X	63	11 16	33 24	16
7-12 13+	15 27	14 15	58 42	42 58	0 0	0 0	8 --	23 --	23 --	31 --	15 --	0 0	46 42	23 42	31 17	X	64	9 14	39 23	16
7-12 13+	15 19	12 11	64 91	18 0	0 9	0 0	0 --	45 --	36 --	18 --	0 --	0 0	18 9	73 27	9 36	X	37	22 18	40 14	5
7-12 13+	15 11	13 4	27 75	18 25	18 25	0 0	18 --	36 --	27 --	0 --	18 --	0 0	9 25	55 25	18 50	X	48	10 10	30 22	29
7-12 13+	14 16	18 7	73 33	20 67	7 0	0 0	6 --	56 --	38 --	0 --	0 --	0 0	18 14	41 57	35 29	0	63	11 34	23 26	6
7-12 13+	14 15	13 5	64 40	18 40	9 0	20 0	23 --	38 --	23 --	0 --	15 --	0 0	8 0	31 60	15 40	X	34	9 16	30 32	13
7-12 13+	14 16	13 7	36 40	36 40	18 20	9 0	54 --	15 --	8 --	23 --	0 --	0 0	38 0	38 0	23 40	X	60	8 22	26 28	16
7-12 13+	14 11	9 2	43 0	43 99	14 0	0 0	13 --	0 --	63 --	25 --	25 --	0 0	25 0	13 99	50 0	X	24	18 29	29 17	6

Task	MECHANICS AND CRENCHEFS										SUPERVISORS														
	Months of Unit Maintenance Experience	Percent Performing or Assisting	Number of 6/N2Os Performing Task	# Times Performed Past Month(s)					First Performance After Award of 6/N2O Duty MOS (%)					Your Proficiency In Performing Task (%)	% Saving New 6/N2O Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 6/N2O (%)									
				1 2 3 4 5					1 2 3 4 5							1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent									
				1	2	3	4	5	1	2	3	4	5			1	2	3	4	5	0	1	2	3	4
N2 POWER LEVER CONTROL TUBES INSTALL	7-12 13+	14 14	13 6	50 60	30 20	0 0	0 20	0 0	33 --	17 --	25 --	17 --	8 --	8 0	17 0	42 20	17 20	X	22	14	14	24	34	13	
	7-12 13+	14 20	12 7	92 60	8 40	0 0	0 0	0 0	25 --	17 --	33 --	17 --	8 --	0 0	8 0	50 40	33 20	X	29	6	8	25	33	29	
IGNITION UNIT (EXCITER) INSTALL	7-12 13+	14 22	18 11	78 73	22 27	0 0	0 0	0 0	11 --	33 --	39 --	6 --	11 --	0 0	11 0	56 36	45 18	X	23	6	14	22	35	23	
	7-12 13+	14 24	7 10	66 17	0 50	0 33	0 0	0 0	29 --	43 --	0 --	14 --	14 --	0 0	14 0	57 29	0 14	X	26	5	9	27	38	21	
HYDRAULIC PUMP (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	14 26	19 11	83 82	11 18	0 0	0 0	0 0	13 --	44 --	19 --	19 --	6 --	0 0	6 0	28 27	56 27	11 27	X	36	5	5	27	32	31
	7-12 13+	14 16	3 10	99 50	0 0	0 13	13 25	0 0	0 --	50 --	50 --	0 --	0 --	0 0	0 0	50 38	0 50	13 13	X	40	14	21	33	25	7
TRANSMISSION OIL PUMP INSTALL	7-12 13+	14 8	14 1	85 99	15 0	0 0	0 0	0 0	7 --	36 --	14 --	21 --	21 --	0 0	14 0	29 0	36 99	21 0	X	43	8	18	25	24	24
	7-12 13+	14 19	9 8	86 86	14 14	0 0	0 0	0 0	0 --	13 --	25 --	50 --	13 --	0 0	25 0	50 14	13 86	13 0	X	46	13	24	25	21	16
MAIN GENERATOR DRIVE QUILL ASSEMBLY INSTALL	7-12 13+	14 18	5 7	50 60	25 0	0 40	0 0	0 0	25 --	0 --	75 --	0 --	0 --	0 0	25 0	25 40	25 20	25 40	0	67	20	29	27	20	5
	7-12 13+	14 15	15 10	43 70	57 30	0 0	0 0	0 0	15 --	31 --	23 --	23 --	8 --	0 0	0 0	50 10	29 50	21 40	X	18	6	8	18	31	37
GAS PRODUCER (N1) TACHMETER REMOVE	7-12 13+	14 24	14 17	44 59	58 35	0 6	0 0	0 0	8 --	38 --	8 --	31 --	15 --	0 0	0 0	46 18	38 35	15 47	X	18	6	3	25	32	34
	7-12 13+	14 24	13 13	75 44	8 44	17 11	0 0	0 0	8 --	17 --	42 --	25 --	8 --	8 0	8 0	25 11	17 22	42 33	X	31	13	22	33	23	9
TRANSMISSION & ENGINE OIL PRESSURE INDICATORS TROUBLESHOOT	7-12 13+	14 15	12 7	50 71	50 29	0 0	0 0	0 0	17 --	33 --	42 --	8 --	0 --	0 0	17 0	42 43	33 43	8 0	X	36	19	22	30	18	11
	7-12 13+	14 20	10 11	50 67	40 22	10 11	0 0	0 0	20 --	30 --	30 --	10 --	10 --	0 0	0 0	50 18	50 36	0 27	X	27	9	21	33	26	11
WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLIES TROUBLESHOOT	7-12 13+	14 14	13 7	33 86	50 0	17 0	0 14	0 0	17 --	25 --	42 --	0 --	17 --	0 0	17 14	58 43	25 29	25 29	X	57	10	10	17	31	33
	7-12 13+	14 15	7 4	71 75	29 25	0 0	0 0	0 0	0 --	29 --	29 --	43 --	0 --	0 0	0 0	29 25	57 25	14 25	X	30	22	29	26	17	6
MAIN GENERATOR (ON TRANSMISSION) TROUBLESHOOT	7-12 13+	14 21	15 10	47 38	40 63	13 0	0 0	0 0	14 --	21 --	29 --	36 --	0 --	0 0	0 0	33 20	27 30	40 20	X	31	24	21	35	14	6

TRANSMISSION SIGHT GAUGE LIGHT REPAIR	7-12 13+	14 18	13 10	58 75	25 13	8 13	8 0	0 0	25 --	42 --	17 --	8 --	0 --	0 17	42 13	25 75	17 13	X	57	9	13	36	23	19
NAVIGATION LIGHT FLASHER TROUBLESHOOT	7-12 13+	14 23	12 9	50 57	30 43	0 0	20 0	0 0	18 --	18 --	36 --	0 --	27 --	0 0	9 27	27 43	36 29	X	34	15	13	28	31	14
LANDING LIGHT ASSEMBLY REPAIR	7-12 13+	14 20	16 8	79 75	21 13	0 13	0 0	0 0	20 --	27 --	20 --	13 --	--	0 0	0 33	33 50	13 13	X	66	15	20	34	22	10
LANDING LIGHT ASSEMBLY DISASSEMBLE	7-12 13+	14 28	11 16	56 58	44 33	0 8	0 0	0 0	10 --	30 --	10 --	30 --	20 --	0 0	10 0	50 33	20 50	X	64	11	14	36	23	16
INVERTERS OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	14 23	13 11	67 70	33 20	0 10	0 0	0 0	0 --	56 --	33 --	11 --	--	0 0	0 33	11 56	40 40	X	25	4	4	28	35	28
CONTROL PANELS TEST	7-12 13+	14 19	14 12	31 42	8 17	31 8	23 0	33 33	31 --	15 --	38 --	15 --	--	0 0	0 54	31 42	15 50	X	61	23	15	45	13	4
GROUND HANDLING WHEELS OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	13 19	14 7	62 60	8 40	0 0	15 0	0 0	25 --	42 --	8 --	25 --	0 --	0 0	7 0	50 33	14 17	X	16	6	8	27	29	30
POWER TURBINE GOVERNOR CAMBOX INSTALL	7-12 13+	13 11	12 4	75 99	17 0	8 0	0 0	0 0	8 --	25 --	17 --	25 --	25 --	8 0	8 0	33 25	17 75	X	28	16	14	23	34	12
FUEL DIFFERENTIAL PRESSURE SWITCH REMOVE	7-12 13+	13 20	7 8	33 57	67 29	0 14	0 0	0 0	0 --	33 --	50 --	17 --	0 --	0 0	0 43	67 43	14 14	X	35	6	11	28	31	24
FUEL PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	13 16	12 7	90 71	10 29	0 0	0 0	0 0	18 --	36 --	45 --	0 --	0 --	0 0	0 29	36 29	47 43	X	22	5	6	26	36	28
FUEL PRESSURE TRANSMITTER INSTALL	7-12 13+	13 29	9 11	67 90	33 0	10 10	0 0	0 0	22 --	33 --	44 --	0 --	0 --	0 0	0 18	22 27	22 36	X	20	8	10	26	36	21
STARTING FUEL SOLENOID VALVE INSTALL	7-12 13+	13 15	6 8	50 43	17 33	0 14	0 0	0 0	0 --	67 --	17 --	17 --	0 --	0 0	0 13	50 63	17 13	X	28	6	18	18	34	24
ENGINE OIL PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	13 16	6 8	50 50	50 33	17 17	0 0	0 0	0 --	33 --	50 --	17 --	0 --	0 0	0 0	67 33	0 33	X	22	4	6	24	35	31
ENGINE (AS AN OPERATIONAL SYSTEM) TROUBLESHOOT	7-12 13+	13 11	14 4	23 25	54 50	0 25	15 0	0 0	15 --	15 --	15 --	46 --	8 --	0 0	7 25	29 50	36 0	X	38	18	35	35	6	5
HYDRAULIC RESERVOIR REMOVE	7-12 13+	13 15	12 6	64 75	36 0	25 0	0 0	0 0	9 --	18 --	55 --	18 --	0 --	0 0	9 25	36 25	18 25	X	38	5	12	28	30	25
TRANSMISSION OIL PRESSURE RELIEF VALVE REMOVE	7-12 13+	13 17	6 7	50 99	50 0	0 0	0 0	0 0	17 --	50 --	0 --	33 --	0 --	0 0	0 14	33 29	67 43	X	24	5	13	30	28	24
DYNAMIC STOPS (C MODEL) ADJUST	7-12 13+	13 18	7 6	57 99	14 0	29 0	0 0	0 0	0 --	43 --	29 --	29 --	0 --	0 0	0 17	43 50	14 33	X	53	14	18	34	20	14
TURN AND SLIP INDICATOR REMOVE	7-12 13+	13 12	17 9	75 75	19 13	6 13	0 0	0 0	13 --	19 --	44 --	25 --	0 --	0 0	6 0	38 22	25 56	X	21	3	7	22	30	38
TRANSMISSION & ENGINE OIL TEMP INDICATORS OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	13 13	12 7	55 86	45 14	0 0	0 0	0 0	8 --	33 --	17 --	42 --	0 --	0 0	0 14	36 57	45 29	X	15	5	4	27	31	33
TRANSMISSION & ENGINE OIL TEMP INDICATORS REMOVE	7-12 13+	13 28	12 18	73 57	18 43	9 0	0 0	0 0	18 --	27 --	27 --	18 --	9 --	0 0	9 0	27 43	27 29	X	15	3	9	14	36	38
MASTER CAUTION PANEL OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	13 14	9 6	99 60	0 40	0 0	0 0	0 0	0 --	50 --	38 --	13 --	0 --	0 0	0 0	63 20	25 60	X	34	6	5	27	35	27

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS												
	Months of Unit Maintenance Experience	Percent Performing or Assisting	Number of 61/205 Performing Task	# Times Performed Past Month (%)					First Performance After Award of 61/20 Duty MOS (%)					Your Proficiency in Performing Task (%)	% Saving New 61/20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Received by New 61/20 (%)							
				1-0 2-1-2 3-3-6 4-7-10 5-11+	1 2 3 4 5	1 2 3 4 5	1-1st month 2-2nd to 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months	1 2 3 4 5	1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent														
VOLTAGE REGULATOR OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	13 17	8 6	50 50	33 50	17 0	0 0	0 0	0 50	33 17	0 --	0 --	0 --	17 0	0 0	50 83	17 17	25 30	5 12	3 15	29 32	33 25	30 16
INTERIOR LIGHTS TROUBLESHOOT	7-12 13+	13 19	16 8	57 50	36 38	7 0	0 13	0 0	20 --	47 --	13 --	7 --	0 --	0 0	7 0	53 75	20 25	30 39	12 17	15 17	32 37	25 20	16 8
FIRE WARNING LIGHT TROUBLESHOOT	7-12 13+	13 11	11 5	67 60	33 20	0 0	0 20	0 0	0 --	30 --	10 --	60 --	0 --	0 0	0 20	40 40	30 40	39 45	17 24	17 24	37 31	20 16	8 4
RPM LIMIT WARNING SYSTEM TROUBLESHOOT	7-12 13+	13 18	9 5	75 80	25 20	0 0	0 0	0 0	13 --	63 --	13 --	13 --	0 --	0 0	0 0	25 20	50 60	45 53	24 14	24 16	31 25	16 32	4 13
ELECTRICAL JETTISON CONTROLS * TEST	7-12 13+	12 23	25 26	23 25	41 46	23 13	9 4	5 13	23 --	18 --	36 --	18 --	5 --	0 0	0 0	4 12	26 24	39 40	53 24	16 7	25 20	32 38	13 30
CARGO SUSPENSION SYSTEM (CARGO HOOK) OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	12 17	10 7	67 80	22 20	11 0	0 0	0 0	20 --	30 --	40 --	0 --	10 --	0 0	0 0	30 20	50 60	24 10	5 3	7 4	20 25	38 36	30 33
ENGINE TAIL PIPE FAIRING (COWLING) OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	12 19	15 10	50 33	21 56	11 11	0 0	0 0	36 --	14 --	14 --	21 --	14 --	0 0	0 0	43 30	29 40	10 37	3 8	4 19	25 27	36 32	33 15
ENGINE ELECTRICAL HARNESS INSTALL	7-12 13+	12 15	11 9	33 89	56 11	11 0	0 0	0 0	0 --	30 --	10 --	60 --	0 --	0 0	0 0	45 11	18 56	27 11	8 6	19 7	27 23	32 34	15 29
IGNITION UNIT (EXCITER) OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	12 21	13 9	62 78	38 22	0 0	0 0	0 0	15 --	23 --	38 --	15 --	8 --	0 0	0 0	8 22	23 56	24 22	24 10	6 14	7 21	34 33	29 22
IGNITION LEAD & COIL ASSEMBLY INSTALL	7-12 13+	12 13	11 6	36 99	55 0	9 0	0 0	0 0	18 --	27 --	36 --	18 --	0 --	0 0	0 0	64 50	9 17	9 33	10 3	14 16	21 20	33 37	22 24
ENGINE OIL PRESSURE SWITCH REMOVE	7-12 13+	12 17	8 7	63 71	38 14	0 0	0 0	0 0	0 --	75 --	25 --	0 --	0 --	0 0	0 0	25 57	63 43	29 0	3 3	16 20	37 37	24 5	
MAIN ROTOR ASSEMBLY BALANCE ROTOR ASSEMBLY	7-12 13+	12 31	6 7	80 86	20 14	0 0	0 0	0 0	20 --	20 --	40 --	20 --	0 --	0 0	0 0	80 43	20 14	66 40	32 6	24 4	22 30	17 28	5
DYNAMIC STOPS (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	12 7	8 4	63 99	25 0	13 0	0 0	0 0	50 --	25 --	13 --	13 --	0 --	0 0	0 0	13 33	50 67	40 24	6 3	4 5	30 17	32 37	28 38
FREE AIR TEMPERATURE INDICATOR REMOVE	7-12 13+	12 14	11 8	64 57	27 43	9 0	0 0	0 0	18 --	36 --	18 --	9 --	18 --	0 0	0 0	36 14	18 86	24 21	24 3	5 8	17 20	37 30	38 39
TURN AND SLIP INDICATOR INSTALL	7-12 13+	12 16	13 10	91 99	9 0	0 0	0 0	0 0	0 --	45 --	27 --	27 --	0 --	0 0	0 0	27 13	45 25	21 15	3 4	8 26	20 33	30 32	39 32
AIR/SPEED INDICATOR OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	12 24	12 15	91 58	0 33	9 8	0 0	0 0	0 --	18 --	55 --	18 --	9 --	0 0	0 0	45 36	27 27	15 24	5 4	4 26	33 33	32 7	
ALTITUDE ADJUST	7-12 13+	12 19	13 10	45 50	27 38	27 0	13 0	0 0	0 --	50 --	8 --	25 --	25 --	0 0	0 0	50 38	17 25	55 40	27 27	13 21	32 32	7	

ALTIMETER REMOVE	7-12 13+	12 14	13 7	75 86	25 14	0 0	0 0	8 --	25 --	33 --	8 --	0 0	8 0	25 14	42 57	25 29	X	16	3	9	18	33	37
EXHAUST TEMPERATURE INDICATOR OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	12 17	10 11	78 82	11 18	0 0	11 0	0 0	50 --	20 --	10 --	0 0	20 0	18 45	50 36	10 10	X	17	6	4	24	33	33
FIRE DETECTOR SYSTEM REPAIR	7-12 13+	12 18	10 8	60 88	30 13	0 0	0 0	10 --	40 --	20 --	30 --	0 0	0 0	30 60	10 38	10 38	X	66	20	22	29	24	5
UNIVERSAL PYLON (EXTERNAL STORES) INSTALL	7-12 13+	12 20	10 10	56 88	32 13	0 0	11 0	10 --	20 --	30 --	10 --	0 0	10 0	50 38	20 50	20 13	X	57	10	12	17	29	33
SEARCH LIGHT ASSEMBLY REPAIR	7-12 13+	12 15	11 5	55 40	45 60	0 0	0 0	36 --	0 --	27 --	27 --	9 --	0 0	0 0	27 60	45 40	X	66	17	17	33	21	12
FIRE WARNING LIGHT OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	12 12	10 6	89 33	11 67	0 0	0 0	0 0	56 --	11 --	33 --	0 0	0 0	11 33	44 17	44 17	X	34	5	6	28	31	30
FIRE WARNING LIGHT REMOVE	7-12 13+	12 14	11 7	99 33	0 67	0 0	0 0	0 --	50 --	10 --	30 --	10 --	0 0	0 33	40 33	33 33	X	32	7	10	20	32	32
RPM LIMIT WARNING SYSTEM * ADJUST	7-12 13+	12 17	13 16	73 53	27 40	0 0	7 0	18 --	27 --	36 --	18 --	0 --	0 0	0 27	40 33	33 33	X	57	32	17	36	11	4
RPM LIMIT WARNING SYSTEM INSTALL	7-12 13+	12 21	11 7	70 57	20 43	0 0	0 0	10 --	30 --	20 --	20 --	20 --	0 0	0 14	70 43	0 43	X	42	10	14	20	33	23
OVERHEAD CONSOLE TEST	7-12 13+	12 20	14 12	31 42	0 25	8 0	31 0	38 --	15 --	31 --	8 --	8 --	0 0	0 25	23 42	33 25	X	62	24	20	39	9	9
CARGO TIEDOWNS (RINGS) INSTALL	7-12 13+	11 17	16 8	67 71	13 14	7 0	0 0	13 --	33 --	40 --	13 --	0 --	0 0	0 38	50 25	25 25	X	19	2	3	8	31	56
VERTICAL FIN FAIRING REPAIR	7-12 13+	11 18	7 8	60 50	20 33	0 0	17 0	29 --	29 --	29 --	14 --	0 --	0 0	14 0	57 80	29 20	X	56	7	13	26	39	15
*GROUND HANDLING WHEEL ACTUATOR ASSEMBLY ASSEMBLE	7-12 13+	11 13	9 5	63 60	25 40	0 0	13 0	22 --	22 --	33 --	0 --	22 --	0 0	11 0	33 40	44 40	0	60	14	22	34	22	8
FUEL CONTROL UNIT * ADJUST	7-12 13+	11 20	13 16	58 43	17 29	17 14	0 0	15 --	23 --	31 --	23 --	8 --	8 0	8 14	46 29	31 36	8	46	34	22	28	12	4
FUEL CONTROL UNIT INSTALL	7-12 13+	11 13	6 3	67 67	0 33	0 0	0 0	33 --	33 --	33 --	33 --	0 --	17 0	0 33	33 33	33 33	0	40	23	27	24	15	12
HYDRAULIC PRESSURE RELIEF VALVE OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	11 12	8 4	25 50	75 50	0 0	0 0	0 --	0 --	67 --	0 --	33 --	0 0	17 0	33 25	33 75	X	32	6	7	28	39	20
HYDRAULIC RESERVOIR OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	11 12	12 3	64 99	36 0	0 0	0 0	9 --	27 --	55 --	9 --	0 --	0 0	9 0	36 50	27 50	X	36	6	4	28	36	26
TRANSMISSION OIL COOLER THERMO VALVE REMOVE	7-12 13+	11 12	8 3	83 67	17 33	0 0	0 0	0 --	29 --	14 --	57 --	0 --	0 43	43 33	0 33	14 33	X	31	9	13	31	25	22
INSTRUMENT PANEL REPAIR	7-12 13+	11 16	9 9	88 78	13 11	0 0	0 11	25 --	25 --	25 --	25 --	25 --	0 0	0 22	33 44	33 44	X	68	10	13	23	33	21
COPILOT ATTITUDE INDICATOR TROUBLESHOOT	7-12 13+	11 8	9 4	63 50	25 50	0 0	0 0	13 --	63 --	0 --	25 --	0 --	0 0	0 0	25 75	38 25	X	34	16	23	28	23	9
AIRSPEED INDICATOR REPLACE DECALS	7-12 13+	11 16	14 10	50 90	42 10	8 0	0 0	0 --	42 --	17 --	33 --	8 --	0 0	0 10	8 20	33 40	X	17	4	7	18	41	30



Task	MECHANICS AND CREWMEN															SUPERVISORS										
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 6IN20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 6IN20 Duty MOS (%)					Your Proficiency In Performing Task (%)					% Saying New 6IN20 Must Be Able To Perform At Once With Little or No Direction	% Saying New 6IN20 Must Be Able To Perform At Once With Little or No Direction	Amount of Direction Required by New 6IN20 (%)					
				1-0 2-1 3-2 4-3 5-4					1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months					1-Poor 2-Fair 3-Good 4-Very Good 5-Excellent							0-Not observed or task not performed 1-Constant direction 2-Much direction 3-Some direction 4-Little direction 5-No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5			0	1	2	3	4	5
GAS PRODUCER (N1) TACHOMETER OBTAIN SERVICEABLE REPLACEMENT	7-12	11	8	43	57	0	0	0	29	29	14	29	0	0	0	57	29	14	X	22	7	5	22	35	31	
	13+	14	10	60	40	0	0	0	--	--	--	--	--	--	--	0	0	20	50	30						
TORQUE METER INDICATOR TROUBLESHOOT	7-12	11	8	71	14	14	0	0	0	14	43	43	0	0	0	43	14	43	X	29	16	24	31	17	12	
	13+	15	7	50	25	25	0	0	--	--	--	--	--	--	--	0	0	50	25	25						
TORQUE METER INDICATOR OBTAIN SERVICEABLE REPLACEMENT	7-12	11	9	43	43	0	14	0	0	38	13	38	13	0	0	38	38	25	X	20	5	4	24	36	31	
	13+	15	9	78	22	0	0	0	--	--	--	--	--	--	--	0	0	33	44	22						
FUEL PRESSURE INDICATOR TEST	7-12	11	11	27	27	18	9	18	18	45	18	18	0	0	0	18	55	27	X	57	17	25	15	28	15	
	13+	14	9	44	11	0	22	22	--	--	--	--	--	--	--	0	0	11	56	33						
FUEL QUANTITY INDICATOR TROUBLESHOOT	7-12	11	9	38	50	0	13	0	0	50	38	13	0	0	0	38	25	38	X	29	15	23	42	13	8	
	13+	19	8	75	25	0	0	0	--	--	--	--	--	--	--	0	0	20	80	0						
CABIN FLOOR REGISTERS AND OUCIS REMOVE	7-12	11	12	67	8	25	0	0	0	50	25	25	0	0	0	17	25	33	X	49	5	10	24	29	32	
	13+	12	6	99	0	0	0	0	--	--	--	--	--	--	--	0	0	17	67	17						
TRANSMISSION OIL PRESSURE TRANSMITTER REMOVE	7-12	11	10	78	22	0	0	0	0	22	56	11	11	0	0	11	56	33	0	21	3	9	27	31	29	
	13+	19	8	86	14	0	0	0	--	--	--	--	--	--	--	0	0	43	14							
ENGINE OIL PRESSURE TRANSMITTER INSTALL	7-12	11	10	75	25	0	0	0	0	0	11	44	44	0	0	11	33	33	X	26	3	12	22	36	27	
	13+	12	6	83	17	0	0	0	--	--	--	--	--	--	--	0	0	33	50	17						
CONTROL PANELS INSTALL	7-12	11	8	29	29	14	29	0	0	0	14	71	14	0	0	14	43	43	0	48	11	10	27	25	27	
	13+	14	7	86	14	0	0	0	--	--	--	--	--	--	--	0	0	14	57	29						
MANUAL JETTISON CONTROLS OBTAIN SERVICEABLE REPLACEMENT	7-12	10	10	40	40	20	0	0	0	11	56	11	0	22	0	11	22	44	22	X	26	4	4	26	37	29
	13+	21	11	33	67	0	0	0	--	--	--	--	--	--	--	0	0	9	45	45						
FM HOMING ANTENNA ELEMENTS OBTAIN SERVICEABLE REPLACEMENT	7-12	10	10	50	50	0	0	0	25	13	25	25	13	0	0	25	25	50	X	40	4	11	19	36	31	
	13+	13	4	50	25	0	0	25	--	--	--	--	--	--	--	0	25	25	0							
CARGO SUSPENSION SYSTEM (CARGO HOOK) DISASSEMBLE	7-12	10	10	88	13	0	0	0	0	11	22	44	11	11	0	10	50	30	X	54	10	12	27	36	15	
	13+	17	10	57	43	0	0	0	--	--	--	--	--	--	--	0	0	57	43							
CARGO SUSPENSION SYSTEM (CARGO HOOK) ASSEMBLE	7-12	10	8	99	0	0	0	0	0	14	29	43	14	0	0	13	50	38	0	51	13	15	32	29	11	
	13+	14	7	75	25	0	0	0	0	--	--	--	--	--	--	0	0	50	50	X	62	13	11	26	23	28
RESCUE HOIST INSTALL	7-12	10	8	25	38	25	13	0	0	38	25	13	25	0	0	0	25	38	38	X	63	13	21	34	21	11
	13+	7	2	50	0	0	50	0	--	--	--	--	--	--	--	0	0	99	0	0						
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY DISASSEMBLE	7-12	10	9	63	25	0	13	0	0	22	22	33	0	22	0	11	33	44	11	0	63	13	21	34	21	11
	13+	12	5	60	40	0	0	0	--	--	--	--	--	--	--	0	0	60	40	0						
ENGINE TORQUE METER BOOST PUMP REMOVE	7-12	10	8	29	57	14	0	0	0	25	38	25	13	0	0	13	25	63	0	X	49	9	17	28	28	17
	13+	19	7	86	14	0	0	0	--	--	--	--	--	--	--	0	0	43	29	29						
POWER TURBINE GOVERNOR CAMBOX RIG TO N2 SYSTEM	7-12	10	7	71	14	14	0	0	0	0	14	29	29	29	0	14	43	14	29	X	33	27	25	26	15	6
	13+	15	7	71	14	14	0	0	--	--	--	--	--	--	--	0	14	57	29	0						

	7-12 13+	10 14	6 4	50 50	17 25	17 25	17 25	0 0	0 0	0 0	67 17	17 17	0 0	50 50	0 0	50 50	0 0	28	14	13	19	40	13
POWER TURBINE GOVERNOR CAMBOX REMOVE																							
POWER TURBINE GOVERNOR CAMBOX TROUBLESHOOT	7-12 13+	10 13	14 8	57 86	7 14	7 21	7 21	7 0	14 29	21 21	29 7	7 7	0 0	0 43	43 38	14 50	13	26	23	19	37	17	4
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY INSTALL	7-12 13+	10 16	5 4	40 99	60 0	0 0	0 0	0 0	0 60	40 0	0 0	0 0	0 0	0 40	60 0	0 50	0 50	52	13	13	33	23	17
FUEL SHUT-OFF VALVE REMOVE	7-12 13+	10 16	6 6	83 50	17 50	0 0	0 0	0 0	33 17	50 0	0 0	0 0	0 17	50 33	0 0	17 50	33	26	7	13	22	34	25
MAIN FUEL LINE CHECK VALVES OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	10 13	4 2	75 50	25 0	0 50	0 0	0 0	50 0	50 0	0 0	0 0	0 25	50 25	0 0	50 0	0 50	32	8	6	26	34	26
MAIN FUEL LINE CHECK VALVES TROUBLESHOOT	7-12 13+	10 18	8 8	50 83	38 0	13 17	0 0	0 0	0 50	13 25	13 13	13 13	0 0	0 38	38 14	25 43	14	31	13	21	30	26	10
MAIN FUEL LINE CHECK VALVES INSTALL	7-12 13+	10 14	6 3	67 50	33 0	0 0	0 0	0 0	17 50	33 0	0 0	0 0	0 67	17 17	0 0	33 67	0	31	7	16	23	33	21
MAIN FUEL LINE CHECK VALVES REMOVE	7-12 13+	10 15	3 3	67 33	33 0	0 33	0 0	0 0	33 0	67 0	0 0	0 0	0 33	33 33	0 0	33 33	33	31	6	14	24	33	23
STARTING FUEL SOLENOID VALVE TROUBLESHOOT	7-12 13+	10 14	7 5	29 99	29 0	14 0	0 0	0 0	0 57	14 29	0 0	0 0	0 0	71 29	0 0	20 60	0	30	10	30	28	22	10
STARTING FUEL SOLENOID VALVE REMOVE	7-12 13+	10 15	5 4	40 50	60 50	0 0	0 0	0 0	0 20	20 40	20 20	20 20	0 0	40 50	20 25	40 25	25	28	6	14	22	31	27
INTERSTAGE BLEED AIR ACTUATOR (L-111C13) TEST	7-12 13+	10 11	6 6	40 40	40 60	0 0	0 0	0 0	20 20	20 40	40 0	0 0	0 0	60 20	20 0	20 20	0	52	28	23	32	10	7
STARTING FUEL MANIFOLD INSTALL	7-12 13+	10 13	7 4	71 75	29 25	0 0	0 0	0 0	14 14	29 43	43 0	0 0	0 0	29 57	14 25	14 0	25	43	16	16	20	39	10
STARTING FUEL NOZZLES TROUBLESHOOT	7-12 13+	10 7	8 2	29 99	71 0	0 0	0 0	0 0	14 0	14 57	14 0	14 14	14 14	0 0	29 99	43 0	29 50	48	20	23	34	14	8
STARTING FUEL NOZZLES INSTALL	7-12 13+	10 7	7 2	43 50	43 50	14 0	0 0	0 0	14 14	14 57	0 0	14 14	14 14	0 0	29 99	43 0	29 50	47	12	26	20	29	12
MAIN FUEL MANIFOLD (L-5 THRU 11) REMOVE	7-12 13+	10 9	9 5	67 50	22 50	11 0	0 0	0 0	11 0	44 33	11 0	11 11	0 0	22 44	33 25	25 25	25	50	13	10	22	38	17
ENGINE OIL PRESSURE SWITCH OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	10 14	5 4	40 67	60 33	0 0	0 0	0 0	0 60	40 0	0 0	0 0	0 0	40 50	20 25	20 25	25	28	6	5	26	35	28
ENGINE OIL PRESSURE TRANSMITTER INSTALL	7-12 13+	10 22	9 10	33 60	56 40	11 0	0 0	0 0	0 63	13 13	13 13	13 13	0 0	63 25	13 60	20 20	60	20	4	15	15	41	24
ENGINE (AS AN OPERATIONAL SYSTEM) OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	10 12	5 4	25 33	25 67	25 0	0 0	0 0	25 0	50 25	25 0	0 0	0 25	50 25	25 0	25 0	25	46	7	9	26	34	24
ENGINE (AS AN OPERATIONAL SYSTEM) INSTALL	7-12 13+	10 7	7 3	57 99	29 0	0 0	0 0	0 14	0 50	0 50	0 0	0 0	0 67	0 33	0 0	33 0	33	53	15	22	27	24	12
HYDRAULIC PRESSURE RELIEF VALVE TEST	7-12 13+	10 15	5 6	33 83	67 0	0 0	0 17	0 0	0 50	25 25	25 25	25 25	0 0	50 25	25 17	33	54	18	26	26	23	7	
HYDRAULIC SYSTEM CONNECTING HARDWARE FABRICATE	7-12 13+	10 13	7 4	83 50	0 25	0 25	0 0	0 0	0 33	33 33	33 0	0 0	0 0	33 50	17 25	50	72	29	18	38	9	6	

Task	MECHANICS AND CREWCHIEFS															SUPERVISORS									
	Months of UH-1 Maintenance Expected	Percent Performance of Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency In Performing Task (%)					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)					
				1-0	1-1	2-0	2-1	2-2	1-1st month	2-2nd or 3rd month	3-4th to 6th month	4-7th to 12th month	5-After 12 months	1-Poor	2-Fair	3-Good	4-Very Good	5-Excellent		0-Not observed or task not performed	1-Constant direction	2-Much direction	3-Some direction	4-Little direction	5-No direction
HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM) ASSEMBLE HYD PUMP & TACH GEN DR QUILL ASSY (B&D MODELS) OBTAIN SERVICEABLE REPLACEMENT TRANSMISSION OIL TEMPERATURE THERMO-BULB INSTALL TRANSMISSION OIL LEVEL SIGHT GAUGE REPAIR TRANSMISSION OIL PRESSURE RELIEF VALVE OBTAIN SERVICEABLE REPLACEMENT TAIL ROTOR DRIVE QUILL ASSEMBLY REPAIR TAIL ROTOR ASSEMBLY BALANCE INSTRUMENT PANEL REMOVE FREE AIR TEMPERATURE INDICATOR INSTALL PILOT ATTITUDE INDICATOR TROUBLESHOOT AIRSPEED INDICATOR TROUBLESHOOT ALTIMETER OBTAIN SERVICEABLE REPLACEMENT GAS PRODUCER (N1) TACHOMETER TROUBLESHOOT DC VOLTMETER TROUBLESHOOT EXHAUST TEMPERATURE INDICATOR TROUBLESHOOT FUEL QUANTITY INDICATOR OBTAIN SERVICEABLE REPLACEMENT AUXILIARY FUEL SYSTEM REMOVE	7-12 13+	10 10	4 2	50 50	25 0	25 0	0 0	0 0	25 25	0 25	25 25	0 0	25 50	0 50	0 50	0 0	0 0	0 0	X	60	18	27	29	20	6
	7-12 13+	10 13	10 6	67 50	22 50	11 0	0 0	0 0	13 25	38 25	25 0	0 0	0 0	0 0	60 50	10 50	30 0	0 0	X	38	7	9	30	34	20
	7-12 13+	10 14	11 7	88 83	13 0	0 17	0 0	0 0	10 30	10 40	10 0	0 0	0 0	50 33	20 67	30 0	0 0	0 0	X	22	4	12	26	32	26
	7-12 13+	10 12	8 4	71 33	29 67	0 0	0 0	0 0	0 43	57 0	0 0	0 0	0 0	29 0	43 33	29 67	0 0	0 0	X	64	2	9	36	38	16
	7-12 13+	10 14	3 4	67 99	33 0	0 0	0 0	0 0	0 33	0 67	0 0	0 0	0 0	0 0	99 25	75 0	0 0	0 0	X	26	7	8	22	37	27
	7-12 13+	10 18	3 5	99 50	0 50	0 0	0 0	0 0	0 67	33 0	0 0	0 0	0 0	0 0	67 33	0 40	0 40	0 0	0	73	24	15	33	12	15
	7-12 13+	10 20	4 4	50 99	25 0	25 0	0 0	0 0	0 25	25 50	0 0	0 0	0 0	0 0	50 50	25 25	0 0	0 0	X	69	21	24	34	16	5
	7-12 13+	10 14	9 5	43 60	43 20	0 0	0 20	0 0	13 50	0 13	25 0	0 0	0 0	0 14	43 40	43 40	0 0	0 0	X	38	8	12	25	26	29
	7-12 13+	10 10	11 4	60 99	40 0	0 0	0 0	0 0	27 36	18 9	9 0	0 0	0 0	0 0	9 25	36 75	55 0	0 0	X	24	3	8	15	37	38
	7-12 13+	10 22	7 8	99 40	0 40	0 0	0 20	0 0	17 33	33 17	0 0	0 0	0 0	0 0	83 33	0 33	17 33	0 0	X	35	19	21	29	25	8
7-12 13+	10 14	10 8	44 88	33 0	11 0	13 0	0 0	33 11	11 33	11 0	0 0	0 0	11 0	44 13	22 50	22 25	0 0	X	31	13	16	29	28	13	
7-12 13+	10 14	10 7	78 86	22 14	0 0	0 0	0 0	13 50	13 13	13 0	0 0	0 0	0 0	13 25	63 0	0 0	14 57	29 29	X	17	5	5	27	36	28
7-12 13+	10 19	6 8	99 50	0 50	0 0	0 0	0 0	0 20	60 20	0 0	0 0	0 0	0 0	40 17	0 50	40 33	0 0	X	33	17	25	32	17	10	
7-12 13+	10 14	6 4	40 99	40 0	0 0	0 0	0 0	20 20	40 20	0 0	0 0	0 0	0 0	60 50	0 50	0 0	0 0	X	36	15	28	33	18	8	
7-12 13+	10 19	4 7	99 80	0 20	0 0	0 0	0 0	0 33	33 33	0 0	0 0	0 0	0 0	33 60	33 20	20 0	0 0	X	33	19	22	34	14	11	
7-12 13+	10 19	10 12	67 67	33 33	0 0	0 0	0 0	11 56	22 11	0 0	0 0	0 0	0 0	22 25	78 50	0 25	0 25	X	15	4	6	25	33	32	
7-12 13+	10 7	4 2	99 0	0 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	X	71	20	9	37	20	14	

7-12	10	4	99	0	0	0	0	0	0	67	33	0	0	0	25	50	X	25	8	5	23	35	29
13+	12	5	80	20	0	0	0	--	--	--	--	--	0	20	20	60	0						
7-12	10	7	17	50	17	0	17	17	83	0	-0	0	0	17	33	17	33	X	39	11	11	28	32-18
13+	13	7	80	-0	20	0	0	--	--	--	--	--	0	0	40	40	20						
7-12	10	9	67	33	0	0	0	33	11	22	22	11	0	0	22	33	44	X	51	8	25	32	25 10
13+	16	6	83	17	0	0	0	--	--	--	--	--	0	0	33	67	0						
7-12	10	11	67	22	11	0	0	20	0	10	70	0	0	0	0	50	50	X	32	6	11	18	32 33
13+	13	6	67	33	0	0	0	--	--	--	--	--	0	0	0	0	50						
7-12	10	8	75	25	0	0	0	0	0	50	38	13	0	25	38	38	0	X	36	9	14	26	28 23
13+	10	4	99	0	0	0	0	--	--	--	--	--	0	0	25	50	25						
7-12	10	7	40	60	0	0	0	0	50	33	17	0	0	17	67	0	17	X	36	9	13	29	27 22
13+	8	4	75	25	7	0	0	--	--	--	--	--	0	0	0	75	25						
7-12	10	6	80	20	0	0	0	20	40	20	20	0	0	0	60	20	20	X	41	8	4	28	35 25
13+	21	11	33	56	0	11	0	--	--	--	--	--	0	0	40	30	30						
7-12	10	8	99	0	0	0	0	0	14	29	57	0	0	0	33	33	33	X	34	17	25	37	15 6
13+	8	4	50	50	0	0	0	--	--	--	--	--	0	0	25	75	0						
7-12	10	5	67	33	0	0	0	0	25	25	50	0	0	0	50	25	25	X	36	17	27	33	15 8
13+	8	4	75	75	0	0	0	--	--	--	--	--	0	0	25	50	25						
7-12	10	7	43	14	29	14	0	0	17	33	33	0	17	0	0	50	17	33	X	43	6	9	33 28 25
13+	11	5	99	0	0	0	0	--	--	--	--	--	0	0	25	50	25						

## Appendix D

### **ORGANIZATIONAL LEVEL: MAINTENANCE TASKS PERFORMED BY THE 13+ MONTHS EXPERIENCE GROUP BUT NOT BY GROUPS WITH LESS EXPERIENCE**

Appendix D provides data similar to that in Appendices B and C, but covers tasks performed by the organizational mechanics with 13+ months of experience but not performed by the less experienced groups.

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS													
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67H20s Performing Task	# Times Performed Past Month (\$)					Your Proficiency In Performing Task (%)					% Saying New 67H20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67H20 (%)									
				1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5				
CARGO SUSPENSION SYSTEM (CARGO HOOK) RIG	13+	22	10	78	22	0	0	0	0	0	30	50	20	X	38	15	22	28	28	8				
CARGO SUSPENSION SYSTEM (CARGO HOOK) TROUBLESHOOT	13+	21	9	57	43	0	0	0	0	0	11	67	22	X	30	9	10	35	35	11				
ICE DETECTOR ASSEMBLY TROUBLESHOOT	13+	21	9	86	14	0	0	0	13	0	13	38	38	X	60	6	22	42	24	6				
DUAL TACHOMETER TROUBLESHOOT	13+	20	10	50	33	17	0	0	0	0	29	29	43	X	26	16	23	28	17	15				
FUEL PRESSURE TRANSMITTER TROUBLESHOOT	13+	19	8	57	29	0	0	14	0	13	38	25	25	X	26	15	24	29	22	11				
INTERSTAGE BLEED AIR BAND REMOVE	13+	19	7	99	0	0	0	0	0	0	67	17	17	X	40	16	20	20	33	11				
TRANSMISSION OIL TEMP THERMO-SWITCH INSTALL	13+	19	7	67	33	0	0	0	0	0	17	50	33	X	24	4	11	29	33	23				
ELECTRICAL JETTISON CONTROLS INSTALL	13+	18	8	50	25	13	0	13	0	0	13	38	50	X	44	6	16	28	29	21				
FUEL DIFFERENTIAL PRESSURE SWITCH OBTAIN SERVICEABLE REPLACEMENT	13+	18	7	67	33	0	0	0	0	0	33	67	0	X	34	6	10	30	28	26				
ENGINE OIL PRESSURE TRANSMITTER TROUBLESHOOT	13+	18	6	50	50	0	0	0	0	0	0	17	83	X	26	16	21	32	21	10				
EXHAUST TEMPERATURE INDICATOR TEST	13+	18	8	83	17	0	0	0	0	0	50	33	17	X	62	21	30	26	17	6				
RPM LIMIT WARNING SYSTEM REMOVE	13+	18	9	38	50	13	0	0	0	0	22	33	44	X	42	9	11	24	31	24				
ENGINE OIL PRESSURE TRANSMITTER REMOVE	13+	18	9	71	14	14	0	0	0	0	0	29	71	X	26	3	10	24	34	28				
TRANSMISSION OIL TEMP THERMO-SWITCH TROUBLESHOOT	13+	17	5	75	25	0	0	0	0	0	0	75	25	X	29	13	26	34	21	6				
TAIL ROTOR ASSEMBLY REPAIR HUB ASSEMBLY	13+	17	4	99	0	0	0	0	0	0	25	50	25	0	75	39	13	29	13	6				
PITOT STATIC SYSTEM PURGE	13+	17	9	25	50	13	0	13	0	0	25	63	13	X	46	13	19	25	19	22				
STANDBY GENERATOR (STARTER-GENERATOR) TROUBLESHOOT	13+	17	3	33	67	0	0	0	0	0	33	67	0	X	34	24	29	26	14	8				

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ENGINE OIL PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	13+	17	8	67	17	17	0	0	0	0	0	17	17	67	X	26	4	7	28	31	30
ELECTRICAL JETTISON CONTROLS TROUBLESHOOT	13+	16	8	25	38	0	13	25	0	25	13	38	25		X	40	13	17	36	25	10
N2 POWER TURBINE SPEED GOVERNOR INSTALL	13+	16	6	83	0	17	0	0	0	17	33	33	17		X	40	20	19	24	24	13
INTERSTAGE BLEED AIR BAND ADJUST	13+	16	7	83	17	0	0	0	0	0	67	17	17		X	41	24	27	28	12	8
COMBUSTION CHAMBER DRAIN VALVE REMOVE	13+	16	9	78	22	0	0	0	0	0	33	44	22		X	49	6	8	19	42	24
ENGINE OIL TEMPERATURE BULB REMOVE	13+	16	7	75	25	0	0	0	0	0	25	50	25		X	23	1	13	23	40	24
TRANSMISSION OIL TEMP THERMO-SWITCH REPAIR BY REPLACING O-RINGS	13+	16	5	99	0	0	0	0	0	0	25	25	50		X	33	7	18	34	26	15
ANTI-DRIVE LINK ASSEMBLY (C MODEL ONLY) PACKAGE	13+	16	8	40	40	20	0	0	0	0	0	71	29		X	45	8	6	23	30	33
CARGO SUSPENSION SYSTEM (CARGO HOOK) REPAIR	13+	15	6	80	20	0	0	0	0	0	17	67	17		X	54	16	12	36	28	9
N2 POWER TURBINE SPEED GOVERNOR TROUBLESHOOT	13+	15	2	99	0	0	0	0	0	0	50	50	0		X	38	25	25	34	10	6
N1 ACCESSORY DRIVE GEAR BOX INSTALL	13+	15	4	99	0	0	0	0	0	0	99	0	0		X	55	18	21	21	29	11
ENGINE ELECTRICAL HARNESS TROUBLESHOOT	13+	15	5	99	0	0	0	0	0	0	60	0	40		X	33	19	27	31	15	7
TRANSMISSION OIL COOLER THERMO VALVE INSTALL	13+	15	8	75	25	0	0	0	0	0	50	38	13		X	31	11	13	31	26	20
TURB AND SLIP INDICATOR OBTAIN SERVICEABLE REPLACEMENT	13+	15	9	99	0	0	0	0	0	0	14	29	57		X	24	4	5	23	37	30
DC VOLTMETER INSTALL	13+	15	8	60	40	0	0	0	0	0	20	60	20		X	24	3	12	18	34	34
MASTER CAUTION PANEL REPAIR	13+	15	4	50	50	0	0	0	0	0	25	50	25		0	74	22	22	28	19	9
RELAYS (PRIMARY, OC SYSTEM) INSTALL	13+	15	9	63	38	0	0	0	0	0	22	33	44		X	38	7	19	23	27	25
RELAYS (PRIMARY, OC SYSTEM) REMOVE	13+	15	10	80	20	0	0	0	0	0	20	50	30		X	38	7	19	21	28	25
TRANSMISSION OIL PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	13+	15	5	75	25	0	0	0	0	0	50	50	0		X	21	4	7	28	32	28
ENGINE TAIL PIPE FAIRING (COWLING) REPAIR	13+	14	5	25	50	25	0	0	0	0	25	25	50		X	56	5	7	29	38	21
ICE DETECTOR ASSEMBLY REMOVE	13+	14	7	99	0	0	0	0	0	0	29	71	0		X	59	4	16	22	29	29

Task	MECHANICS AND CREWCHEIEFS										SUPERVISORS									
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					Your Proficiency In Performing Task (%)					% Satisfying New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% 0 < 20%	Amount of Direction Required by New 67N20 (%)					
				1 - 0 2 - 1-2 3 - 3-4 4 - 7-10 5 - 11+					1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent						0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
HOT END OF ENGINE ASSEMBLY	13+	14	1	0	99	0	0	0	0	0	99	0	0	X	64	30	23	23	14	11
HOT END OF ENGINE INSTALL	13+	14	2	50	50	0	0	0	0	50	50	0	0	X	62	30	13	26	17	15
EXHAUST THERMOCOUPLE ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	13+	14	4	99	0	0	0	0	0	25	50	0	25	X	46	9	5	23	38	25
ENGINE EXHAUST TAIL PIPE OBTAIN SERVICEABLE REPLACEMENT	13+	14	5	60	40	0	0	0	0	0	40	40	20	X	32	4	5	22	40	30
ENGINE OIL TEMPERATURE BULB OBTAIN SERVICEABLE REPLACEMENT	13+	14	5	99	0	0	0	0	0	0	33	33	33	X	23	4	5	22	36	32
HYDRAULIC MODULES (C MODEL) REMOVE	13+	14	6	99	0	0	0	0	0	0	50	33	17	X	48	5	14	31	27	23
MAIN GENERATOR DRIVE QUILL ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	13+	14	5	99	0	0	0	0	0	0	0	99	0	X	46	7	9	31	31	21
ALTIMETER TROUBLESHOOT	13+	14	6	67	33	0	0	0	0	0	33	67	0	X	36	14	20	26	30	10
STANDBY COMPASS REMOVE	13+	14	8	67	17	17	0	0	0	0	33	67	0	X	26	4	9	16	33	38
GENERATOR LOADMETER TROUBLESHOOT	13+	14	4	0	99	0	0	0	0	0	99	0	0	X	37	14	28	32	19	8
CONTROL PANELS TROUBLESHOOT	13+	14	6	67	17	17	0	0	0	0	17	50	33	X	48	22	25	36	13	5
ENGINE INTAKE BELLMOUTH REPAIR	13+	13	5	33	33	0	33	0	0	0	0	67	33	0	77	14	24	21	24	17
N2 POWER TURBINE SPEED GOVERNOR RIG TO N2 SYSTEM	13+	13	5	80	20	0	0	0	0	0	20	60	20	0	46	37	21	31	6	6
FUEL DIFFERENTIAL PRESSURE SWITCH TROUBLESHOOT	13+	13	2	0	0	0	0	99	0	0	0	50	50	X	38	14	23	36	18	8
INTERSTAGE BLEED AIR ACTUATOR (L-111C13) INSTALL	13+	13	7	50	50	0	0	0	0	0	33	33	17	17	48	19	27	20	27	8
HOT END OF ENGINE REMOVE	13+	13	4	67	0	33	0	0	0	0	99	0	0	X	62	26	15	23	19	17
EXHAUST THERMOCOUPLE ASSEMBLY INSTALL	13+	13	4	75	0	25	0	0	0	0	50	50	0	X	48	17	11	11	46	14



ENGINE OIL SHUT-OFF VALVE (B&C MODELS) INSTALL	13+	13	5	67	33	0	0	0	0	0	0	0	33	0	67	X	46	5	12	23	38	22
ENGINE OIL PRESSURE SWITCH INSTALL	13+	13	6	67	33	0	0	0	0	0	0	0	33	33	33	X	29	5	21	14	39	22
HYDRAULIC RESERVOIR BLEED PRESSURIZED (O MODEL)	13+	13	6	99	0	0	0	0	0	0	0	0	25	25	50	X	60	12	16	39	20	12
HYDRAULIC SYSTEM FILTERS (B&O MODELS) REPAIR	13+	13	4	50	50	0	0	0	0	0	0	0	0	50	50	X	63	7	13	33	24	24
HYDRAULIC ACCUMULATOR (C MODEL) INSTALL	13+	13	5	99	0	0	0	0	0	0	0	0	20	60	20	X	40	10	21	25	27	18
HYDRAULIC PUMP DRIVE OUTILL ASSEMBLY (C MODEL) REMOVE	13+	13	5	80	20	0	0	0	0	0	0	0	60	20	20	X	57	6	13	33	25	23
TRANSMISSION OIL TEMP THERMO-SWITCH REMOVE	13+	13	7	99	0	0	0	0	0	0	0	0	29	57	14	X	24	4	8	30	34	24
VERTICAL VELOCITY INDICATOR INSTALL	13+	13	8	67	33	0	0	0	0	0	0	0	67	0	33	X	20	4	7	20	31	38
STANDBY COMPASS COMPENSATE	13+	13	5	71	14	14	0	0	0	0	0	0	14	43	43	X	62	21	26	32	13	9
GENERATOR LOADMETER INSTALL	13+	13	7	25	75	0	0	0	0	0	0	0	75	0	25	X	22	3	11	19	33	34
AC VOLTMETER TROUBLESHOOT	13+	13	3	99	0	0	0	0	0	0	0	0	99	0	0	X	36	15	29	30	18	8
AC & DC CIRCUIT BREAKERS & PANELS REMOVE	13+	13	5	80	20	0	0	0	0	0	0	0	0	60	40	X	45	10	12	28	22	27
ELECTRICAL JETTISON CONTROLS REMOVE	13+	12	4	75	25	0	0	0	0	0	0	0	25	50	25	X	44	6	16	25	31	22
WORK PLATFORM (ENGINE & XMSN DECK) REPAIR	13+	12	7	67	33	0	0	0	0	0	0	0	33	67	0	0	63	4	15	35	22	24
POWER TURBINE GOVERNOR CAMBOX OBTAIN SERVICEABLE REPLACEMENT	13+	12	4	75	25	0	0	0	0	0	0	0	50	50	0	X	29	8	6	26	33	28
FUEL DIFFERENTIAL PRESSURE SWITCH TEST	13+	12	4	33	33	0	0	0	33	0	25	0	25	50	50	X	49	11	29	27	17	16
FUEL SHUT-OFF VALVE OBTAIN SERVICEABLE REPLACEMENT	13+	12	2	0	50	0	50	0	0	0	0	0	0	50	50	X	26	7	4	24	35	30
STARTING FUEL SOLENOID VALVE OBTAIN SERVICEABLE REPLACEMENT	13+	12	4	50	50	0	0	0	0	0	0	0	50	25	25	X	27	7	9	27	31	26
INTERSTAGE BLEED AIR ACTUATOR (L-11C13) TROUBLESHOOT	13+	12	4	67	33	0	0	0	0	0	0	0	67	0	33	X	46	28	25	28	12	6
HOT END OF ENGINE DISASSEMBLE	13+	12	4	99	0	0	0	0	0	0	0	0	99	0	0	X	64	27	23	20	18	11
EXHAUST THERMOCOUPLE ASSEMBLY * REMOVE	13+	12	7	86	14	0	0	0	0	0	0	14	43	29	14	X	47	16	8	17	42	17

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Task	MECHANICS AND CREWCHIEFS										SUPERVISORS										
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					Your Proficiency in Performing Task (%)					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% O < 20%	Amount of Direction Required by New 67N20 (%)						
				1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5	
ENGINE OIL SHUT-OFF VALVE (B&C MODELS) OBTAIN SERVICEABLE REPLACEMENT	13+	12	3	99	0	0	0	0	0	0	99	0	0	X	45	5	2	29	42	23	
ENGINE OIL PRESSURE SWITCH TROUBLESHOOT	13+	12	4	25	75	0	0	0	0	0	0	75	25	X	32	16	23	33	18	11	
TRANSMISSION OIL COOLER THERMO VALVE OBTAIN SERVICEABLE REPLACEMENT	13+	12	6	67	33	0	0	0	0	0	0	50	50	0	X	32	7	5	32	33	23
TRANSMISSION OIL TEMP THERMO-SWITCH OBTAIN SERVICEABLE REPLACEMENT	13+	12	6	83	17	0	0	0	0	0	0	33	50	17	X	28	6	8	24	42	21
TRANSMISSION OIL TEMPERATURE THERMO-BULB REMOVE	13+	12	5	75	25	0	0	0	0	0	0	25	50	25	X	22	4	9	28	32	27
TRANSMISSION OIL PRESSURE RELIEF VALVE ADJUST	13+	12	8	75	25	0	0	0	0	0	0	25	50	25	X	29	11	22	34	23	10
TAIL ROTOR DRIVE SHAFT REPAIR	13+	12	4	75	25	0	0	0	0	0	0	67	0	33	0	74	22	25	19	22	13
PILOT ATTITUDE INDICATOR * ADJUST	13+	12	12	60	40	0	0	0	0	0	0	30	50	20	X	67	28	18	28	18	10
RADIO MAGNETIC COMPASS INDICATOR INSTALL	13+	12	6	50	50	0	0	0	0	0	0	25	50	25	X	40	5	9	24	29	32
GAS PRODUCER (N1) TACHOMETER TEST	13+	12	6	75	0	25	0	0	0	0	33	0	67	0	X	67	39	22	24	5	10
AC VOLT METER INSTALL	13+	12	5	50	50	0	0	0	0	0	50	0	0	50	X	25	3	10	18	35	33
UNIVERSAL PYLON (EXTERNAL STORES) ASSEMBLE	13+	12	4	50	50	0	0	0	0	0	0	0	99	0	0	70	17	19	28	22	14
RELAYS (PRIMARY, OC SYSTEM) TROUBLESHOOT	13+	12	5	50	50	0	0	0	0	0	0	40	20	40	X	43	28	29	26	12	6
RELAYS (PRIMARY, OC SYSTEM) OBTAIN SERVICEABLE REPLACEMENT	13+	12	6	2	17	0	0	0	0	0	0	17	50	33	X	36	8	6	29	32	24
EXTERNAL POWER RECEPTACLE TROUBLESHOOT	13+	12	5	80	20	0	0	0	0	0	0	60	40	0	X	49	16	23	31	19	11
TORQUE PRESSURE TRANSMITTER REMOVE	13+	12	5	25	50	25	0	0	0	0	0	20	20	60	X	32	6	7	28	34	24
HYDRAULIC PRESSURE WARNING SWITCH REMOVE	13+	12	3	0	99	0	0	0	0	0	0	0	0	99	X	37	5	8	27	32	27

LITTER SUPPORTS REMOVE	13+	11	6	50	50	0	0	0	0	0	0	33	33	33	33	X	50	5	2	7	25	62
WORK PLATFORM (ENGINE & XMSN DECK) INSTALL	13+	11	3	67	0	0	0	33	0	0	0	33	67			X	46	3	7	18	33	39
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY ADJUST	13+	11	6	99	0	0	0	0	0	17	33	50	0			X	56	14	16	32	29	9
ICE DETECTOR ASSEMBLY INSTALL	13+	11	3	67	33	0	0	0	0	0	33	67	0			X	59	6	16	20	33	25
ENGINE TORQUE METER BOOST PUMP OBTAIN SERVICEABLE REPLACEMENT	13+	11	4	75	25	0	0	0	0	0	25	50	25			X	51	7	10	23	36	25
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	13+	11	2	99	0	0	0	0	0	0	99	0	0			X	54	5	14	28	28	25
IGNITION LEAD & COIL ASSEMBLY TROUBLESHOOT	13+	11	3	99	0	0	0	0	0	0	33	33	33			X	37	21	24	28	16	11
FUEL SHUT-OFF VALVE TROUBLESHOOT	13+	11	3	50	50	0	0	0	0	0	0	99	0			X	31	17	20	29	20	14
FUEL THERMAL RELIEF VALVE INSTALL	13+	11	2	99	0	0	0	0	0	0	0	99	0			X	43	8	20	24	31	17
FUEL AUXILIARY FLOAT SWITCH (C MODEL) REMOVE	13+	11	4	75	25	0	0	0	0	0	75	25	0			X	62	15	11	26	30	17
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L989A) ADJUST	13+	11	5	50	25	25	0	0	0	0	50	25	25			X	61	28	17	32	17	6
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L989A) REMOVE	13+	11	5	75	0	25	0	0	0	0	25	50	0	25		X	60	19	19	19	31	13
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) REMOVE	13+	11	2	99	0	0	0	0	0	0	99	0	0	0		X	46	19	18	24	28	12
INTERSTAGE BLEED AIR BAND INSTALL	13+	11	4	99	0	0	0	0	0	0	25	50	25			X	40	17	21	19	33	9
STARTING FUEL MANIFOLD TROUBLESHOOT	13+	11	2	50	50	0	0	0	0	0	0	50	50			X	43	23	20	32	16	9
COMBUSTION CHAMBER DRAIN VALVE INSTALL	13+	11	5	80	20	0	0	0	0	0	40	40	20			X	49	8	10	16	44	23
ENGINE OIL PUMP OBTAIN SERVICEABLE REPLACEMENT	13+	11	3	50	50	0	0	0	0	0	67	33	0			X	38	8	5	28	32	27
HYDRAULIC PRESSURE RELIEF VALVE ADJUST	13+	11	6	67	33	0	0	0	0	0	33	33	17	17		X	49	17	27	30	19	8
HYDRAULIC MODULES (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	13+	11	6	20	40	20	20	0	0	0	0	33	67			X	47	5	8	31	35	22
HYDRAULIC ACCUMULATOR (C MODEL) TROUBLESHOOT	13+	11	3	67	33	0	0	0	0	0	33	67	0			X	43	20	16	42	16	6
TRANSMISSION OIL TEMPERATURE THERMO-COUPLER OBTAIN SERVICEABLE REPLACEMENT	13+	11	4	67	33	0	0	0	0	0	33	33	33	33		X	27	4	9	21	42	24

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS									
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of GIN20s Performing Task	# Times Performed Past Month (%)					Your Proficiency In Performing Task (%)	% Saying New GIN20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New GIN20 (%)									
				1-0 2-12 3-36 4-710 5-11+							1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent	X ≥ 20% 0 < 20%	0- Not observed or task not performed 1- Constant direction 2- Much direction 3- Some direction 4- Little direction 5- No direction							
				1	2	3	4	5	1	2			3	4	5	0	1	2	3	4
TRANSMISSION OIL PRESSURE RELIEF VALVE TROUBLESHOOT	13+	11	8	63	38	0	0	0	0	0	13	63	25	X	28	12	24	39	17	8
STABILIZER BAR BALANCE	13+	11	2	99	0	0	0	0	0	0	50	50	0	X	70	24	30	24	16	5
VERTICAL VELOCITY INDICATOR OBTAIN SERVICEABLE REPLACEMENT	13+	11	5	67	33	0	0	0	0	0	67	0	33	X	22	4	6	24	35	30
FUEL PRESSURE INDICATOR TROUBLESHOOT	13+	11	6	33	67	0	0	0	0	17	0	50	33	X	31	14	20	36	18	12
CABIN FLOOR REGISTERS AND OUCIS INSTALL	13+	11	6	60	20	0	20	0	0	0	40	20	40	X	50	5	11	20	30	34
UNIVERSAL PYLON (EXTERNAL STORES) * OBTAIN SERVICEABLE REPLACEMENT	13+	11	8	99	0	0	0	0	0	17	17	50	17	X	56	6	8	26	36	25
BATTERY SUMP JAR (D MODEL) SERVICE	13+	11	7	57	29	14	0	0	0	14	14	43	29	X	52	3	7	22	36	32
REVERSE CURRENT RELAY TROUBLESHOOT	13+	11	3	67	33	0	0	0	0	33	0	67	0	X	36	26	28	32	10	4
REVERSE CURRENT RELAY INSTALL	13+	11	5	80	20	0	0	0	0	20	0	60	20	X	31	7	8	23	35	27
EXTERNAL POWER DOOR LIMIT SWITCH TEST	13+	11	4	33	33	33	0	0	0	0	0	50	50	X	64	16	9	37	19	19
HYDRAULIC PRESSURE WARNING SWITCH INSTALL	13+	11	4	99	0	0	0	0	0	0	0	75	25	X	37	5	9	26	32	27
AC & DC CIRCUIT BREAKERS & PANELS TROUBLESHOOT	13+	11	4	75	25	0	0	0	0	0	25	50	25	X	46	23	26	33	12	6
ELECTRICAL JETTISON CONTROLS OBTAIN SERVICEABLE REPLACEMENT	13+	10	3	33	67	0	0	0	0	0	33	33	33	X	45	8	6	32	35	20
CARGO TIEOWNS (RINGS) OBTAIN SERVICEABLE REPLACEMENT	13+	10	4	33	67	0	0	0	0	0	50	50	0	X	21	3	5	16	27	48
NI ACCESSORY DRIVE GEAR BOX REMOVE	13+	10	1	99	0	0	0	0	0	0	0	99	0	X	55	14	21	25	29	11
FUEL SHUT-OFF VALVE INSTALL	13+	10	3	50	50	0	0	0	0	0	0	99	0	X	26	8	14	21	34	24
FUEL AUXILIARY FLOAT SWITCH (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	13+	10	2	99	0	0	0	0	0	0	50	50	0	X	61	9	4	36	30	21

INTERSTAGE BLEED AIR ACTUATOR (L-116L13) REMOVE	13+	10	4	50	25	0	0	25	0	0	25	50	25	X	48	16	25	22	27	11
MAIN FUEL MANIFOLD (L-5 THRU 11) INSTALL	13+	10	5	99	0	0	0	0	0	0	40	60	0	X	50	13	17	18	38	13
COMBUSTION CHAMBER DRAIN VALVE OBTAIN SERVICEABLE REPLACEMENT	13+	10	4	99	0	0	0	0	0	0	25	50	25	X	49	6	2	27	34	31
ENGINE OIL PUMP INSTALL	13+	10	5	99	0	0	0	0	0	25	25	25	25	X	43	10	16	33	28	13
HYDRAULIC HOOMLES (C MODEL) TROUBLESHOOT	13+	10	2	99	0	0	0	0	0	0	50	50	0	X	54	23	21	39	5	11
HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM) DISASSEMBLE	13+	10	4	99	0	0	0	0	0	0	33	67	0	X	60	18	20	35	20	6
TRANSMISSION OIL TEMPERATURE THERMO-BULB REPAIR BY REPLACING O-RINGS	13+	10	4	75	0	25	0	0	0	0	25	75	0	X	30	3	17	32	29	18
TRANSMISSION OIL TEMPERATURE THERMO-BULB TROUBLESHOOT	13+	10	4	99	0	0	0	0	0	0	25	75	0	X	27	12	24	32	22	10
VERTICAL VELOCITY INDICATOR REMOVE	13+	10	5	99	0	0	0	0	0	0	20	80	0	X	20	4	6	21	30	39
RADIO MAGNETIC COMPASS INDICATOR OBTAIN SERVICEABLE REPLACEMENT	13+	10	4	67	33	0	0	0	0	0	33	33	33	X	38	9	6	24	36	24
CABIN FLOOR REGISTERS AND DUCTS REPAIR	13+	10	5	50	50	0	0	0	0	0	50	50	0	0	72	9	15	35	18	24
UNIVERSAL PYLON (EXTERNAL STORES) DISASSEMBLE	13+	10	3	99	0	0	0	0	0	0	0	99	0	0	71	17	20	26	20	17
UNIVERSAL PYLON (EXTERNAL STORES) ADJUST	13+	10	3	67	0	0	0	33	0	0	0	67	33	0	67	15	20	30	23	13
BATTERY (NICA01) REPAIR	13+	10	4	0	50	50	0	0	0	0	99	0	0	0	75	27	20	33	13	7
BATTERY (NICA01) DISASSEMBLE	13+	10	4	25	75	0	0	0	0	0	25	25	50	0	75	16	16	16	35	16
BATTERY (NICA01) ASSEMBLE	13+	10	4	25	75	0	0	0	0	0	25	25	50	0	73	18	21	21	24	15
BATTERY SUMP JAR (O MODEL) REMOVE	13+	10	6	67	33	0	0	0	0	0	17	50	33	X	50	3	7	15	31	44
GENERATOR FIELD CONTROL RELAY REMOVE	13+	10	2	99	0	0	0	0	0	0	0	0	99	X	39	8	7	26	30	30
EXTERNAL POWER OODR LIMIT SWITCH TROUBLESHOOT	13+	10	3	50	50	0	0	0	0	33	0	33	33	X	61	17	15	34	26	9
TORQUE PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	13+	10	3	0	50	50	0	0	0	0	0	33	67	X	32	6	6	31	31	25
HYDRAULIC PRESSURE WARNING SWITCH OBTAIN SERVICEABLE REPLACEMENT	13+	10	3	0	99	0	0	0	0	0	0	50	50	X	35	5	4	33	33	25

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS													
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					Your Proficiency In Performing Task (%)					% Saving New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% 0 < 20%	Amount of Direction Required by New 67N20 (%)									
				1-0	2-1-2	3-3-6	4-7-10	5-11+	1- Poor	2- Fair	3- Good	4- Very Good	5- Excellent		0- Not observed or task not performed	1- Constant direction	2- Much direction	3- Some direction	4- Little direction	5- No direction				
OVERHEAD CONSOLE TROUBLESHOOT	13+	10	5	40	40	0	0	20	0	20	0	60	20	X	51	23	20	43	8	5				
AC & DC CIRCUIT BREAKERS & PANELS INSTALL	13+	10	5	50	50	0	0	0	0	0	25	25	50	X	45	12	13	25	25	24				

## Appendix E

### **ORGANIZATIONAL LEVEL: MAINTENANCE TASKS PERFORMED BY LESS THAN 10% OF ANY EXPERIENCE GROUP**

Appendix E lists those maintenance tasks not reported as performed by any organizational experience level group, that is, no subgroup of organizational mechanics or crew chiefs showed as many as 10% of their number performing these tasks. Since these tasks were not performed by the organizational 67N20s, the only data presented in this appendix are the responses of enlisted supervisors.

Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% O < 20%	Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
BLACKOLT CURTAINS ADJUST	X	63	4	0	9	31	56
BLACKOLT CURTAINS REPAIR	X	68	5	3	10	41	41
BLACKOLT CURTAINS OBTAIN SERVICEABLE REPLACEMENT	X	57	6	2	17	28	47
BLACKOUT CURTAINS REMOVE	X	57	4	0	8	26	62
BLACKOLT CURTAINS INSTALL	X	57	4	0	8	28	60
LITTER SUPPORTS REPAIR	X	62	7	4	24	30	35
LITTER SUPPORTS OBTAIN SERVICEABLE REPLACEMENT	X	52	7	2	17	29	46
RESCUE HOIST REPAIR	O	77	31	21	24	14	10
RESCUE HOIST SERVICE	X	67	17	10	22	34	17
RESCUE HOIST * TEST	X	66	19	10	31	26	14
RESCUE HOIST OBTAIN SERVICEABLE REPLACEMENT	X	64	13	4	20	27	33
RESCUE HOIST TROUBLESHOOT	X	68	28	18	30	15	10
RESCUE HOIST REMOVE	X	62	13	4	30	26	28
WORK PLATFORM (ENGINE & XMSN DECK) OBTAIN SERVICEABLE REPLACEMENT	X	47	3	5	27	27	38
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	X	32	3	9	29	33	26
ICE DETECTOR ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	X	60	6	4	26	36	28
ANTI-ICING INTERPRETER OBTAIN SERVICEABLE REPLACEMENT	X	62	6	9	23	34	28
ANTI-ICING INTERPRETER TROUBLESHOOT	X	65	9	28	26	23	12
ANTI-ICING INTERPRETER REMOVE	X	62	4	15	26	32	23
ANTI-ICING INTERPRETER * INSTALL	X	62	6	13	23	34	23
ENGINE INTAKE BELLMOUTH OBTAIN SERVICEABLE REPLACEMENT	X	45	4	7	22	41	25
ANTI-ICING AIR VALVE OBTAIN SERVICEABLE REPLACEMENT	X	57	4	6	28	34	28
ANTI-ICING AIR VALVE TROUBLESHOOT	X	56	9	13	48	20	9
ANTI-ICING AIR VALVE REMOVE	X	54	5	7	34	30	23
ANTI-ICING AIR VALVE INSTALL	X	54	5	7	36	30	21

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Task	Saying New 67N20 Must Be Able To Perform At Once With Little Direction X 20% O 20%	SUPERVISORS					
		Amount of Direction Required by New 67N20 (%)					
		0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
		0	1	2	3	4	5
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	74	13	16	34	16	22
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) TROUBLESHOOT	X	69	24	29	29	11	8
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) REMOVE	X	74	23	16	29	19	13
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) INSTALL	X	74	23	19	26	19	13
VARIABLE INLET GUIDE VANE LINKAGE (L-13) DISASSEMBLE	O	81	26	30	26	9	9
VARIABLE INLET GUIDE VANE LINKAGE (L-13) REPAIR	O	84	32	21	32	5	11
VARIABLE INLET GUIDE VANE LINKAGE (L-13) ASSEMBLE	O	82	27	27	27	9	9
VARIABLE INLET GUIDE VANE LINKAGE (L-13) ADJUST	X	74	23	39	16	13	10
VARIABLE INLET GUIDE VANE LINKAGE (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	74	9	13	28	28	22
VARIABLE INLET GUIDE VANE LINKAGE (L-13) TROUBLESHOOT	X	72	26	32	21	12	9
VARIABLE INLET GUIDE VANE LINKAGE (L-13) REMOVE	X	74	19	16	26	19	19
VARIABLE INLET GUIDE VANE LINKAGE (L-13) INSTALL	X	74	19	29	13	19	19
FUEL CONTROL UNIT PURGE	X	43	18	23	20	27	13
FUEL CONTROL UNIT PRESERVE	X	48	18	25	26	20	11
N2 POWER LEVER CONTROL TUBES OBTAIN SERVICEABLE REPLACEMENT	X	24	7	11	21	36	25
N2 POWER LEVER CONTROL TUBES REMOVE	X	22	11	14	25	34	15
POWER TURBINE GOVERNOR CAMBOX * DISASSEMBLE	X	54	21	12	35	23	9
POWER TURBINE GOVERNOR CAMBOX REPAIR	X	65	27	18	30	20	5
POWER TURBINE GOVERNOR CAMBOX ASSEMBLE	X	55	23	16	32	23	5
N2 POWER TURBINE SPEED GOVERNOR OBTAIN SERVICEABLE REPLACEMENT	X	40	8	11	29	27	25
N2 POWER TURBINE SPEED GOVERNOR REMOVE	X	40	13	23	23	28	13
FUEL CONTROL DRIVE PAD SEAL OBTAIN SERVICEABLE REPLACEMENT	X	65	7	16	26	21	30
FUEL CONTROL DRIVE PAD SEAL REMOVE	X	66		26	31	19	14
FUEL CONTROL DRIVE PAD SEAL INSTALL	X	66	14	26	26	19	14
STARTER DRIVE PAD SEAL (GARLOC) OBTAIN SERVICEABLE REPLACEMENT	X	56	9	13	24	31	22

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Task	Saying Item 67N20 Must Be Able To Perform At Once With Little Direction X - 20% 0 - 20%	SUPERVISORS					
		Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
STARTER DRIVE PAD SEAL (GARLOC) REMOVE	X	58	10	23	29	23	15
STARTER DRIVE PAD SEAL (GARLOC) INSTALL	X	58	13	29	23	21	13
N1 ACCESSORY DRIVE GEAR BOX REPAIR	0	77	31	24	31	10	3
N1 ACCESSORY DRIVE GEAR BOX OBTAIN SERVICEABLE REPLACEMENT	X	54	9	18	21	30	23
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY REPAIR	0	78	32	14	29	18	7
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY REMOVE	X	52	10	13	33	28	15
ENGINE ELECTRICAL HARNESS OBTAIN SERVICEABLE REPLACEMENT	X	37	8	10	30	28	24
ENGINE ELECTRICAL HARNESS TEST	X	48	22	28	28	12	11
IGNITION LEAD & COIL ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	X	35	9	6	23	30	32
IGNITION LEAD & COIL ASSEMBLY REMOVE	X	36	9	12	22	32	25
FUEL THERMAL RELIEF VALVE OBTAIN SERVICEABLE REPLACEMENT	X	42	8	4	32	29	26
FUEL THERMAL RELIEF VALVE TROUBLESHOOT	X	46	16	29	28	19	7
FUEL THERMAL RELIEF VALVE REMOVE	X	43	7	17	25	31	20
FUEL AUXILIARY FLOAT SWITCH (C MODEL) TROUBLESHOOT	X	63	16	33	31	7	13
FUEL AUXILIARY FLOAT SWITCH (C MODEL) INSTALL	X	62	15	15	20	37	13
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L9&9A) TEST	X	62	30	15	30	15	9
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L9&9A) OBTAIN SERVICEABLE REPLACEMENT	X	60	19	6	25	27	23
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L9&9A) TROUBLESHOOT	X	56	26	26	30	9	8
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L9&9A) INSTALL	X	60	21	19	19	33	8
INTERSTAGE BLEED AIR ACTUATOR (L-11&13) OBTAIN SERVICEABLE REPLACEMENT	X	48	11	11	31	22	25
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) TEST	X	52	28	22	25	18	7
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) OBTAIN SERVICEABLE REPLACEMENT	X	46	13	7	24	27	28
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) TROUBLESHOOT	X	44	27	20	30	16	7
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) INSTALL	X	46	19	24	21	28	9
INTERSTAGE BLEED AIR BAND OBTAIN SERVICEABLE REPLACEMENT	X	38	10	6	29	30	25

Task	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction 20% 20%	SUPERVISORS					
		Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
		0	1	2	3	4	5
N1 TURBINE WHEEL (L-13) REPAIR	0	84	40	15	20	10	15
N1 TURBINE WHEEL (L-13) OBTAIN SERVICEABLE REPLACEMENT	0	78	22	11	22	19	26
N1 TURBINE WHEEL (L-13) REMOVE	0	79	31	15	23	12	19
N1 TURBINE WHEEL (L-13) INSTALL	0	79	31	15	23	12	19
N2 TURBINE WHEEL (L-13) REPAIR	0	85	42	16	21	11	11
N2 TURBINE WHEEL (L-13) OBTAIN SERVICEABLE REPLACEMENT	0	77	21	14	21	18	25
N2 TURBINE WHEEL (L-13) REMOVE	0	78	30	19	22	11	19
N2 TURBINE WHEEL (L-13) INSTALL	0	78	33	15	22	11	19
STARTING FUEL MANIFOLD PURGE	X	53	19	19	28	21	12
STARTING FUEL MANIFOLD OBTAIN SERVICEABLE REPLACEMENT	X	45	12	6	25	30	27
STARTING FUEL NOZZLES OBTAIN SERVICEABLE REPLACEMENT	X	49	11	5	29	31	24
STARTING FUEL NOZZLES * REMOVE	X	47	11	23	23	29	14
MAIN FUEL MANIFOLD (L-5 THRU 11) PURGE	X	58	20	16	29	24	12
MAIN FUEL MANIFOLD (L-5 THRU 11) OBTAIN SERVICEABLE REPLACEMENT	X	51	15	3	20	34	27
MAIN FUEL MANIFOLD (L-5 THRU 11) TROUBLESHOOT	X	49	23	16	34	19	8
MAIN FUEL MANIFOLD (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	66	18	10	20	30	23
MAIN FUEL MANIFOLD (L-13) TROUBLESHOOT	X	65	24	29	31	10	7
MAIN FUEL MANIFOLD (L-13) REMOVE	X	66	20	28	18	28	8
MAIN FUEL MANIFOLD (L-13) INSTALL	X	66	20	33	15	25	8
FUEL DIVIDER & DUMP VALVE (L-13) * DISASSEMBLE	0	83	30	20	30	5	15
FUEL DIVIDER & DUMP VALVE (L-13) REPAIR	0	83	30	25	25	5	15
FUEL DIVIDER & DUMP VALVE (L-13) * ASSEMBLE	0	82	38	19	19	10	14
FUEL DIVIDER & DUMP VALVE (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	72	15	6	30	24	24
FUEL DIVIDER & DUMP VALVE (L-13) TROUBLESHOOT	X	71	34	14	34	6	11
FUEL DIVIDER & DUMP VALVE (L-13) REMOVE	X	73	19	19	28	22	13

Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X 20% 0 20%	Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
FUEL DIVIDER & DUMP VALVE (L-13) INSTALL	X	73	22	22	25	19	13
MAIN FUEL NOZZLES (L-5 THRU 11) OBTAIN SERVICEABLE REPLACEMENT	X	64	16	5	25	32	23
MAIN FUEL NOZZLES (L-5 THRU 11) REMOVE	X	63	13	16	31	22	18
MAIN FUEL NOZZLES (L-5 THRU 11) INSTALL	X	63	16	18	31	20	16
EXHAUST THERMOCOUPLE ASSEMBLY TEST WITH JET-CAL ANALYZER	X	64	32	27	23	11	7
EXHAUST THERMOCOUPLE ASSEMBLY TROUBLESHOOT	X	49	21	23	34	16	6
ENGINE EXHAUST TAIL PIPE * REPAIR BY STOP DRILLING	X	59	2	12	20	44	22
ENGINE EXHAUST TAIL PIPE REPAIR BY WELDING	0	79	31	31	15	15	8
ENGINE OIL SHUT-OFF VALVE (B&C MODELS) REMOVE	X	45	5	9	27	39	20
ENGINE OIL PUMP ADJUST PRESSURE RELIEF VALVE	X	38	21	19	32	24	4
ENGINE OIL PUMP TROUBLESHOOT	X	36	22	24	28	19	6
ENGINE OIL PRESSURE RELIEF VALVE DISASSEMBLE	0	72	21	12	44	15	9
ENGINE OIL PRESSURE RELIEF VALVE * REPAIR	0	78	26	19	30	19	7
ENGINE OIL PRESSURE RELIEF VALVE ASSEMBLE	0	72	24	15	38	15	9
ENGINE OIL PRESSURE RELIEF VALVE * ADJUST	X	45	19	16	39	19	6
ENGINE OIL PRESSURE RELIEF VALVE OBTAIN SERVICEABLE REPLACEMENT	X	41	8	6	31	35	21
ENGINE OIL PRESSURE RELIEF VALVE TROUBLESHOOT	X	43	17	27	33	19	4
ENGINE OIL PRESSURE RELIEF VALVE REMOVE	X	43	10	13	30	36	11
ENGINE OIL PRESSURE RELIEF VALVE INSTALL	X	43	11	19	24	36	10
ENGINE OIL MANIFOLD OBTAIN SERVICEABLE REPLACEMENT	X	47	6	5	29	34	26
ENGINE OIL MANIFOLD REMOVE	X	49	5	13	26	35	21
ENGINE OIL MANIFOLD INSTALL	X	49	5	15	26	34	21
ENGINE OIL TEMPERATURE BULB TROUBLESHOOT	X	29	11	23	30	24	11
ENGINE OIL TEMPERATURE BULB INSTALL	X	23	3	16	16	43	22
ENGINE (AS AN OPERATIONAL SYSTEM) * TEST WITH JET-CAL ANALYZER	X	63	33	24	33	4	7

Task	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% 0- 20%	SUPERVISORS					
		Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
ENGINE (AS AN OPERATIONAL SYSTEM) PRESERVE	X	56	13	25	29	24	9
ENGINE (AS AN OPERATIONAL SYSTEM) PACKAGE	X	57	9	28	19	31	13
HYDRAULIC RESERVOIR DISASSEMBLE PRESSURIZED (O MODEL)	O	73	18	15	42	15	9
HYDRAULIC RESERVOIR REPAIR PRESSURIZED (O MODEL)	O	79	16	16	44	16	8
HYDRAULIC RESERVOIR ASSEMBLE PRESSURIZED (O MODEL)	O	74	16	16	39	19	10
HYDRAULIC RESERVOIR TROUBLESHOOT PRESSURIZED (O MODEL)	X	53	11	26	40	16	7
HYDRAULIC RESERVOIR INSTALL	X	38	7	14	25	33	21
HYDRAULIC MODULES (C MODEL) DISASSEMBLE	O	74	13	25	31	9	22
HYDRAULIC MODULES (C MODEL) REPAIR	O	80	17	29	33	8	13
HYDRAULIC MODULES (C MODEL) ASSEMBLE	O	74	13	28	31	9	19
HYDRAULIC ACCUMULATOR (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	X	40	7	8	26	36	23
HYDRAULIC ACCUMULATOR (C MODEL) REMOVE	X	40	8	16	29	26	21
HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	X	58	6	10	36	28	20
HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C MODEL) REPAIR BY REPLACING O-RINGS	X	63	7	27	36	18	13
HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C MODEL) INSTALL	X	57	8	15	31	27	19
TRANSMISSION OIL PUMP OBTAIN SERVICEABLE REPLACEMENT	X	44	7	7	31	30	24
INTERMEDIATE GEAR BOX (42 DEG. GEAR BOX) DISASSEMBLE	O	81	33	29	25	4	8
INTERMEDIATE GEAR BOX (42 DEG. GEAR BOX) ASSEMBLE	O	81	33	25	29	8	4
DYNAMIC STOPS (C MODEL) PACKAGE	X	48	7	8	21	33	31
FREE AIR TEMPERATURE INDICATOR OBTAIN SERVICEABLE REPLACEMENT	X	28	3	3	26	35	32
COPILOT ATTITUDE INDICATOR ADJUST	X	67	28	20	28	18	8
VERTICAL VELOCITY INDICATOR ADJUST	X	64	30	20	20	18	11
OMNI INDICATOR (CROSS POINTER) OBTAIN SERVICEABLE REPLACEMENT	X	44	9	6	28	32	26
OMNI INDICATOR (CROSS POINTER) REMOVE	X	47	6	11	21	30	32
OMNI INDICATOR (CROSS POINTER) INSTALL	X	47	6	12	20	29	33

Task	Sayon New 67N20 Must Be Able To Perform At Once With Little Direction X, 20% 0, 20%	SUPERVISORS					
		Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
RADIO MAGNETIC COMPASS INDICATOR REMOVE	X	40	5	8	21	35	31
STANDBY COMPASS SERVICE BY ADDITION OF FLUID	0	77	29	21	25	11	14
STANDBY COMPASS OBTAIN SERVICEABLE REPLACEMENT	X	27	5	4	26	34	30
STANDBY COMPASS INSTALL	X	26	3	11	16	32	38
GENERATOR LOADMETER OBTAIN SERVICEABLE REPLACEMENT	X	25	5	5	26	36	28
GENERATOR LOADMETER REMOVE	X	22	3	10	19	35	33
DC VOLTMETER OBTAIN SERVICEABLE REPLACEMENT	X	26	5	4	27	35	28
DC VOLTMETER REMOVE	X	24	3	11	19	33	35
AC VOLTMETER OBTAIN SERVICEABLE REPLACEMENT	X	27	5	4	26	36	27
AC VOLTMETER REMOVE	X	25	3	9	17	37	34
HEATER CONTROL PANEL DISASSEMBLE	0	83	15	30	25	15	15
HEATER CONTROL PANEL REPAIR	0	86	12	35	29	6	18
HEATER CONTROL PANEL ASSEMBLE	0	83	10	38	24	14	14
HEATER CONTROL PANEL OBTAIN SERVICEABLE REPLACEMENT	X	69	3	11	24	41	22
HEATER CONTROL PANEL TROUBLESHOOT	0	73	9	38	31	9	13
HEATER CONTROL PANEL REMOVE	X	72	3	15	26	35	21
HEATER CONTROL PANEL INSTALL	X	72	3	21	24	32	21
HEATING & BLEED AIR SEPARATOR VALVE CONTROL DISASSEMBLE	0	81	26	22	22	22	9
HEATING & BLEED AIR SEPARATOR VALVE CONTROL REPAIR	0	83	30	20	15	20	15
HEATING & BLEED AIR SEPARATOR VALVE CONTROL ASSEMBLE	0	80	29	25	17	17	13
HEATING & BLEED AIR SEPARATOR VALVE CONTROL ADJUST	0	76	29	29	21	11	11
HEATING & BLEED AIR SEPARATOR VALVE CONTROL OBTAIN SERVICEABLE REPLACEMENT	X	66	10	10	24	32	24
HEATING & BLEED AIR SEPARATOR VALVE CONTROL TROUBLESHOOT	X	68	23	26	31	10	10
HEATING & BLEED AIR SEPARATOR VALVE CONTROL REMOVE	X	67	13	15	25	28	20
HEATING & BLEED AIR SEPARATOR VALVE CONTROL INSTALL	X	67	13	20	23	25	20

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Task	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X = 20% O = 20%	SUPERVISORS					
		Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
		0	1	2	3	4	5
CABIN FLOOR REGISTERS AND DUCTS OBTAIN SERVICEABLE REPLACEMENT	X	48	5	5	22	35	33
CABIN AIR VALVES OBTAIN SERVICEABLE REPLACEMENT	X	46	3	6	22	35	34
CABIN AIR VALVES REMOVE	X	45	3	8	20	38	32
CABIN AIR VALVES INSTALL	X	45	3	9	18	36	33
HOT AIR MIXING VALVE DISASSEMBLE	O	82	14	18	36	23	9
HOT AIR MIXING VALVE ASSEMBLE	O	82	14	27	32	18	9
HOT AIR MIXING VALVE OBTAIN SERVICEABLE REPLACEMENT	X	64	5	5	30	32	30
HOT AIR MIXING VALVE REMOVE	X	64	5	7	35	26	28
HOT AIR MIXING VALVE INSTALL	X	65	5	10	29	29	29
NOISE SUPPRESSORS REPAIR	O	83	20	15	20	25	20
NOISE SUPPRESSORS OBTAIN SERVICEABLE REPLACEMENT	X	60	5	8	24	39	24
NOISE SUPPRESSORS REMOVE	X	68	5	11	29	26	29
NOISE SUPPRESSORS INSTALL	X	68	5	16	24	26	29
HEATER BLEED AIR SELECTOR VALVE OBTAIN SERVICEABLE REPLACEMENT	X	68	8	5	31	36	21
HEATER BLEED AIR SELECTOR VALVE TROUBLESHOOT	O	69	14	32	27	14	14
HEATER BLEED AIR SELECTOR VALVE REMOVE	X	69	8	11	34	29	18
HEATER BLEED AIR SELECTOR VALVE INSTALL	X	69	8	16	26	32	18
FOUR WAY CONTROL VALVE SOLENOID OBTAIN SERVICEABLE REPLACEMENT	X	67	5	10	28	40	18
FOUR WAY CONTROL VALVE SOLENOID TROUBLESHOOT	X	68	18	23	28	18	13
FOUR WAY CONTROL VALVE SOLENOID REMOVE	X	67	5	10	33	38	15
FOUR WAY CONTROL VALVE SOLENOID INSTALL	X	67	5	13	25	43	15
BLEED AIR FOUR WAY CONTROL VALVE OBTAIN SERVICEABLE REPLACEMENT	X	66	5	12	34	32	17
BLEED AIR FOUR WAY CONTROL VALVE TROUBLESHOOT	X	66	22	24	29	12	12
BLEED AIR FOUR WAY CONTROL VALVE REMOVE	X	66	7	20	32	24	17
BLEED AIR FOUR WAY CONTROL VALVE INSTALL	X	66	7	22	32	22	17

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Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% O 20%	Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
DEFROSTER CONTROL VALVE OBTAIN SERVICEABLE REPLACEMENT	X	73	6	6	24	36	27
DEFROSTER CONTROL VALVE REMOVE	X	74	9	16	25	28	22
DEFROSTER CONTROL VALVE INSTALL	X	74	9	16	25	28	22
DEFROSTER NOZZLES REPAIR	O	85	6	28	33	22	11
DEFROSTER NOZZLES OBTAIN SERVICEABLE REPLACEMENT	X	74	3	9	25	34	28
DEFROSTER NOZZLES REMOVE	X	74	3	13	32	29	23
DEFROSTER NOZZLES INSTALL	X	74	3	13	29	32	23
FOOT WARMER CONTROL REPAIR	O	87	13	31	25	25	6
FOOT WARMER CONTROL OBTAIN SERVICEABLE REPLACEMENT	X	78	7	7	30	33	22
FOOT WARMER CONTROL REMOVE	O	79	8	12	35	27	19
FOOT WARMER CONTROL INSTALL	O	79	8	12	35	27	19
FOOT WARMER VALVE RIG	O	83	19	29	29	14	10
FOOT WARMER VALVE OBTAIN SERVICEABLE REPLACEMENT	X	79	8	8	27	38	19
FOOT WARMER VALVE REMOVE	O	79	12	12	28	32	16
FOOT WARMER VALVE INSTALL	O	79	12	12	28	32	16
AIR SCOP ASSEMBLIES REPAIR	O	70	8	6	28	39	19
AIR SCOP ASSEMBLIES OBTAIN SERVICEABLE REPLACEMENT	X	43	4	4	23	35	33
AIR SCOP ASSEMBLIES REMOVE	X	43	6	3	16	40	35
AIR SCOP ASSEMBLIES INSTALL	X	43	6	4	15	37	38
AIR SCOP PAN DRAIN TUBES OBTAIN SERVICEABLE REPLACEMENT	X	54	4	4	29	34	30
AIR SCOP PAN DRAIN TUBES REMOVE	X	54	4	5	20	41	30
AIR SCOP PAN DRAIN TUBES INSTALL	X	54	4	7	18	39	32
AUXILIARY FUEL SYSTEM DISASSEMBLE	O	79	32	24	28	12	4
AUXILIARY FUEL SYSTEM REPAIR	O	82	36	18	23	18	5
AUXILIARY FUEL SYSTEM ASSEMBLE	O	78	30	22	30	15	4



Task	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% O - 20%	SUPERVISORS					
		Amount of Direction Required by New 67N20(%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some Direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
AUXILIARY FUEL SYSTEM SERVICE	X	71	17	14	29	29	11
AUXILIARY FUEL SYSTEM OBTAIN SERVICEABLE REPLACEMENT	X	69	16	5	29	34	16
AUXILIARY FUEL SYSTEM TROUBLESHOOT	X	70	22	28	31	14	6
AUXILIARY FUEL SYSTEM INSTALL	X	71	20	14	37	17	11
UNIVERSAL PYLON (EXTERNAL STORES) REPAIR	O	78	26	11	26	19	19
BATTERY SUMP JAR (O MODEL) OBTAIN SERVICEABLE REPLACEMENT	X	51	7	3	25	27	38
BATTERY SUMP JAR (O MODEL) INSTALL	X	50	3	8	13	30	46
MAIN GENERATOR (ON TRANSMISSION) REPAIR	O	83	43	10	33	10	5
STANDBY GENERATOR (STARTER-GENERATOR) REPAIR	O	83	43	14	29	10	5
REVERSE CURRENT RELAY OBTAIN SERVICEABLE REPLACEMENT	X	33	6	5	29	30	29
REVERSE CURRENT RELAY REMOVE	X	31	7	6	25	33	29
GENERATOR FIELD CONTROL RELAY OBTAIN SERVICEABLE REPLACEMENT	X	41	6	3	33	28	31
GENERATOR FIELD CONTROL RELAY TROUBLESHOOT	X	44	25	28	34	7	6
GENERATOR FIELD CONTROL RELAY INSTALL	X	39	9	8	23	32	28
BUS CONTROL RELAY OBTAIN SERVICEABLE REPLACEMENT	X	48	6	6	25	32	30
BUS CONTROL RELAY TROUBLESHOOT	X	52	24	29	29	10	8
BUS CONTROL RELAY REMOVE	X	49	11	4	23	31	27
BUS CONTROL RELAY INSTALL	X	48	11	9	20	34	25
OVERVOLTAGE RELAY OBTAIN SERVICEABLE REPLACEMENT	X	46	6	5	29	32	29
OVERVOLTAGE RELAY TROUBLESHOOT	X	51	30	25	30	8	7
OVERVOLTAGE RELAY REMOVE	X	46	12	8	21	32	27
OVERVOLTAGE RELAY INSTALL	X	46	12	9	18	35	26
EXTERNAL POWER RECEPTACLE OBTAIN SERVICEABLE REPLACEMENT	X	48	6	5	20	44	25
EXTERNAL POWER RECEPTACLE REMOVE	X	46	5	12	15	45	23
EXTERNAL POWER RECEPTACLE INSTALL	X	47	6	13	14	44	22

Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X, 20% 0, 20%	Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
EXTERNAL POWER DOOR LIMIT SWITCH ADJUST	X	65	14	10	36	29	12
EXTERNAL POWER DOOR LIMIT SWITCH OBTAIN SERVICEABLE REPLACEMENT	X	56	6	4	30	36	25
EXTERNAL POWER DOOR LIMIT SWITCH REMOVE	X	58	8	6	20	41	25
EXTERNAL POWER DOOR LIMIT SWITCH INSTALL	X	58	8	8	18	39	27
FIRE WARNING LIGHT REPAIR	X	64	23	14	20	32	11
RHEOSTATS OBTAIN SERVICEABLE REPLACEMENT	X	49	10	5	32	31	23
RHEOSTATS TROUBLESHOOT	X	52	22	20	34	17	7
RHEOSTATS REMOVE	X	49	11	6	31	24	27
RHEOSTATS INSTALL	X	49	11	8	27	24	29
THERMOCOUPLE LEAD SPOOL RESISTOR ADJUST	X	74	34	22	28	9	6
THERMOCOUPLE LEAD SPOOL RESISTOR OBTAIN SERVICEABLE REPLACEMENT	X	63	9	4	36	27	24
THERMOCOUPLE LEAD SPOOL RESISTOR TEST	X	69	29	18	29	13	11
THERMOCOUPLE LEAD SPOOL RESISTOR TROUBLESHOOT	X	63	29	22	31	9	9
THERMOCOUPLE LEAD SPOOL RESISTOR REMOVE	X	63	9	9	38	22	22
THERMOCOUPLE LEAD SPOOL RESISTOR INSTALL	X	63	9	16	33	20	22
HYDRAULIC BYPASS SOLENOID VALVE DISASSEMBLE	0	80	29	17	33	13	8
HYDRAULIC BYPASS SOLENOID VALVE ASSEMBLE	0	90	36	12	32	16	4
HYDRAULIC BYPASS SOLENOID VALVE OBTAIN SERVICEABLE REPLACEMENT	X	37	8	5	38	26	23
HYDRAULIC BYPASS SOLENOID VALVE TROUBLESHOOT	X	43	21	23	34	14	7
28 VOLT AC TRANSFORMER OBTAIN SERVICEABLE REPLACEMENT	X	43	7	6	28	33	26
28 VOLT AC TRANSFORMER TROUBLESHOOT	X	48	20	27	31	16	6
28 VOLT AC TRANSFORMER REMOVE	X	44	7	6	25	35	26
28 VOLT AC TRANSFORMER INSTALL	X	44	7	9	22	37	25
TORQUE PRESSURE TRANSMITTER TROUBLESHOOT	X	40	19	30	33	14	4
TORQUE PRESSURE TRANSMITTER INSTALL	X	32	6	9	26	35	24

Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% O < 20%	Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
HYDRAULIC PRESSURE WARNING SWITCH TROUBLESHOOT	X	43	17	29	33	16	6
OVERHEAD CONSOLE REPAIR	O	75	29	16	39	6	10
OVERHEAD CONSOLE OBTAIN SERVICEABLE REPLACEMENT	X	51	7	7	32	30	25
OVERHEAD CONSOLE REMOVE	X	51	10	13	27	32	18
OVERHEAD CONSOLE INSTALL	X	51	10	15	27	33	15
CONTROL PANELS REPAIR	O	78	26	26	33	4	11
AC & DC CIRCUIT BREAKERS & PANELS REPAIR	O	79	31	23	27	8	12
AC & DC CIRCUIT BREAKERS & PANELS OBTAIN SERVICEABLE REPLACEMENT	X	45	7	7	31	28	25
TERMINAL BOARDS AND WIRING OBTAIN SERVICEABLE REPLACEMENT	X	58	8	6	31	35	20
TERMINAL BOARDS AND WIRING TROUBLESHOOT	X	55	29	22	31	13	5
TERMINAL BOARDS AND WIRING REPAIR	O	67	28	23	28	13	10
TERMINAL BOARDS AND WIRING REMOVE	X	58	14	12	31	20	24
TERMINAL BOARDS AND WIRING INSTALL	X	58	16	14	25	24	22

## Appendix F

### ORGANIZATIONAL LEVEL: MISCELLANEOUS TASKS PERFORMED, BY EXPERIENCE GROUP

Appendix F presents data on the responses of organizational mechanics and crew chiefs to the 29 miscellaneous maintenance tasks covered in Section IV of the JDI.

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS									
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency in Performing Task (%)	% Saying New 67N20s Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)				
				1-0	1-1	2-2	3-3	4-4	5-5	1-1st month	2-2nd or 3rd month	3-4th to 6th month	4-7th to 12th month	5-After 12 months						
PERIODIC INSPECTIONS	0-6	88	96	17	26	34	11	11	44	26	12	14	4	0	9	48	31	13		
	7-12	88	185	27	35	25	9	5	40	23	20	13	5	0	4	41	39	15		
	13+	94	95	33	34	17	7	10	--	--	--	--	--	0	2	27	46	25		
GROUND HANDLING OF AIRCRAFT	0-6	85	103	16	13	26	12	33	46	26	12	10	7	0	4	42	29	25		
	7-12	83	187	28	19	26	6	21	46	21	15	11	6	0	3	36	32	28		
	13+	81	83	17	26	26	17	14	--	--	--	--	--	0	1	22	39	38		
INTERMEDIATE INSPECTIONS	0-6	74	91	11	29	40	10	9	29	40	14	11	6	0	6	43	32	19		
	7-12	83	221	17	29	40	7	8	24	28	22	16	9	0	4	34	42	20		
	13+	92	109	18	33	33	6	10	--	--	--	--	--	0	1	23	44	32		
DAILY INSPECTIONS	0-6	55	70	6	21	4	6	63	16	40	25	12	6	0	9	32	41	18		
	7-12	73	226	13	6	11	3	67	19	26	29	15	11	0	2	32	44	22		
	13+	88	129	19	6	4	6	65	--	--	--	--	--	1	1	28	40	30		
OODOR GUNNER DUTIES	0-6	43	62	10	19	7	7	57	20	30	25	15	10	0	2	22	42	34		
	7-12	62	192	13	11	9	2	65	16	29	24	19	11	0	1	26	36	38		
	13+	79	114	22	8	5	4	61	--	--	--	--	--	0	1	16	40	42		
POL HANDLING	0-6	39	46	10	12	7	12	60	28	40	14	14	5	0	0	36	23	29		
	7-12	49	114	17	13	9	10	51	31	25	22	12	9	0	2	33	26	40		
	13+	55	60	9	20	15	4	53	--	--	--	--	--	0	2	22	36	40		
LOADING AMMUNITION INTO AIRCRAFT WEAPONS SYSTEM	0-6	27	31	14	10	21	10	45	23	27	33	10	7	0	0	23	47	30		
	7-12	45	109	16	9	13	10	52	19	26	27	17	10	0	1	40	27	32		
	13+	57	67	23	3	15	7	52	--	--	--	--	--	0	2	14	37	47		
INTERNAL LOADING OF AIRCRAFT	0-6	26	33	16	9	19	13	44	9	38	28	16	9	0	0	38	47	16		
	7-12	46	112	23	13	13	12	40	13	24	35	18	9	0	1	32	43	23		
	13+	56	67	40	5	13	3	38	--	--	--	--	--	0	2	13	47	38		
ACCEPTANCE INSPECTIONS	0-6	25	18	28	56	11	0	6	11	44	11	28	6	0	6	56	22	17		
	7-12	34	59	58	36	4	2	0	17	27	33	19	4	2	6	35	40	17		
	13+	43	28	69	27	4	0	0	--	--	--	--	--	0	7	26	44	22		
PAINTING OF AIRCRAFT	0-6	19	15	43	43	7	7	0	14	57	14	14	0	0	14	36	36	14		
	7-12	33	63	42	53	6	0	0	7	22	41	22	7	2	4	52	28	15		
	13+	35	32	55	34	7	3	0	--	--	--	--	--	0	0	21	34	45		
SLING LOADING OF AIRCRAFT	0-6	13	11	20	50	20	0	10	30	20	20	10	20	0	10	50	20	20		
	7-12	24	48	46	33	13	3	5	13	16	34	24	13	0	0	23	50	28		
	13+	28	28	72	20	4	4	0	--	--	--	--	--	0	0	12	36	52		
AIRCRAFT RECOVERY DUTIES	0-6	11	14	33	58	0	0	8	0	67	25	0	8	0	0	50	33	17		
	7-12	26	48	45	33	10	2	10	10	21	46	18	5	0	8	38	33	23		
	13+	31	28	52	36	4	3	8	--	--	--	--	--	0	0	8	52	40		
CRASH-RESCUE DUTIES	0-6	9	8	17	67	17	0	0	0	33	50	17	0	0	0	50	33	17		
	7-12	18	31	62	31	4	0	4	16	36	16	28	4	0	4	15	54	27		
	13+	27	24	32	58	5	5	0	--	--	--	--	--	0	0	10	45	45		

DESCRIPTION	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
MAINTENANCE OF M-24 FLEXIBLE OOR GUN SYSTEM	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
MAINT. OF M-21 COMB. "MINIGUN"-ROCKET SYSTEM	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
PREPARING AIRCRAFT FOR SHIPMENT	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
300-HOUR ENGINE HOT-END INSPECTIONS	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
NAVIGATION OUTIES	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
MAINTENANCE OF INTERNAL COMBUSTION HEATER SYSTEM	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
MAINTENANCE OF M-3 ROCKET SYSTEM	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
MAINTENANCE OF AUXILIARY EXHAUST HEATER SYSTEM	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
MAINTENANCE OF M-5 40MM GRENADE LAUNCHER SYSTEM	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
MAINTENANCE OF M-23 "MINIGUN" SYSTEM	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
WEIGHING UH-1 AIRCRAFT	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
PREPARING AIRCRAFT FOR STORAGE	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
MAINTENANCE OF UH-1 ROTOR OE-ICING SYSTEM	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
MAINTENANCE OF AGM-22 SS-11 MISSILE SYSTEM	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
MAINTENANCE OF M-6 QUAD MACHINE GUN SYSTEM	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6
MAINT. OF M-16 COMB. MACHINE GUN GUN-ROCKET SYSTEM	0-6	7-12	13+	8	14	43	14	0	29	0	43	29	0	0	43	14	0	74	38	13	19	25	6

## Appendix G

### ORGANIZATIONAL LEVEL: MAINTENANCE-RELATED EQUIPMENT USED, BY EXPERIENCE GROUP

Responses of organizational mechanics and crew chiefs to the Section IV items dealing with use of 40 items of maintenance-related equipment are presented in Appendix G.

Equipment	MECHANICS AND CREWCHIEFS										SUPERVISORS									
	Months of UH-1 Maintenance Experience	Percent Using	% Sparing Equip-ment Avail-able	# Times Used Past Month (%)					First Use After Award of 67N20 Duty MOS (%)					Your Proficiency in Using Equipment (%)					% Sparing New 67N20 Must Be Able To Use At Once With Little Direction	Amount of Direction Required by New 67N20 (%)
				1-0	2-1	3-2	4-3	5-4	1-1st month	2-2nd to 3rd month	3-4th to 6th month	4-7th to 12th month	5-After 12 months	1-Poor	2-Fair	3-Good	4-Very Good	5-Excellent		
WORK STANDS	0-6	96	99	5	13	24	20	38	43	31	11	13	3	0	5	40	33	22	X	5
	7-12	83	99	11	14	25	19	31	49	22	11	10	8	1	5	31	28	34		7
	13+	90	99	13	12	25	19	31	--	--	--	--	--	1	3	25	33	38	X	5
TOW BAR	0-6	86	98	14	23	17	15	32	45	30	12	11	3	0	5	44	26	25		6
	7-12	77	98	28	24	21	10	17	52	19	13	10	7	0	6	32	29	32		7
	13+	85	98	28	31	24	4	13	--	--	--	--	--	0	4	27	29	40		7
GROUND HANDLING WHEELS	0-6	82	97	17	17	18	20	24	44	31	12	9	4	1	5	41	28	25	X	2
	7-12	80	98	27	20	21	12	19	48	20	16	8	7	3	6	28	30	32		7
	13+	91	98	25	26	24	10	14	--	--	--	--	--	0	3	29	22	46		7
TRACKING FLAG	0-6	63	100	25	28	32	9	6	38	35	17	7	4	0	8	39	33	20	X	4
	7-12	72	98	40	26	22	9	4	33	29	20	13	6	0	7	34	33	25		9
	13+	81	97	41	31	13	8	7	--	--	--	--	--	0	8	29	31	32		9
TAIL ROTOR SPANNER WRENCH	0-6	63	99	17	40	24	13	6	37	27	16	17	4	1	4	36	36	23	X	3
	7-12	73	98	29	37	25	5	5	36	30	17	11	6	0	5	32	34	28		7
	13+	83	99	25	47	18	7	3	--	--	--	--	--	0	3	27	31	38		7
CABLE TENSIDOMETER	0-6	60	98	34	35	23	1	6	30	33	21	12	4	0	11	45	30	14	X	4
	7-12	69	98	50	26	15	5	5	35	27	19	13	7	1	7	41	28	23		8
	13+	75	98	54	32	8	2	4	--	--	--	--	--	0	6	30	37	28		10
TRIM TAB HENDER	0-6	60	98	28	35	25	8	4	38	34	14	9	5	0	8	38	36	18	X	5
	7-12	64	99	45	20	26	3	6	33	24	24	13	6	1	7	31	37	24		10
	13+	82	98	44	26	16	5	10	--	--	--	--	--	1	7	25	32	35		10
AUXILIARY POWER UNIT (APU)	0-6	59	98	34	48	17	0	2	27	41	18	11	3	2	11	47	29	12	X	22
	7-12	72	97	50	31	11	5	3	27	26	21	21	6	1	2	34	37	25		13
	13+	76	98	51	32	14	1	2	--	--	--	--	--	1	2	34	37	25		13
AIR COMPRESSOR	0-6	56	99	29	39	24	6	3	36	33	16	12	3	1	6	43	26	24	X	14
	7-12	53	100	43	35	13	4	4	41	22	11	18	8	0	8	34	28	29		8
	13+	71	98	43	29	18	2	8	--	--	--	--	--	1	1	32	26	40		11
PORTABLE LIGHTING SET	0-6	45	100	40	24	24	10	2	32	29	22	10	7	0	10	43	24	24	X	33
	7-12	51	98	54	18	16	4	8	38	28	17	13	4	0	8	45	27	20		9
	13+	59	95	51	30	13	2	5	--	--	--	--	--	3	5	24	31	37		22
DYE PENETRANT INSPECTION KIT	0-6	44	98	38	38	20	0	4	37	29	18	14	2	2	6	38	42	12	X	17
	7-12	48	98	57	31	7	4	0	33	25	20	16	5	0	9	35	34	22		9
	13+	53	98	55	28	12	0	5	--	--	--	--	--	0	9	34	29	28		6
JACKS	0-6	43	100	32	54	13	2	0	30	42	17	9	2	0	8	38	34	21	X	13
	7-12	47	99	62	32	4	2	0	30	23	21	19	7	0	9	37	32	21		6
	13+	63	98	66	32	3	0	0	--	--	--	--	--	0	4	28	36	32		13
TUG	0-6	38	98	22	13	22	9	35	30	17	26	22	4	0	4	52	22	22	X	58
	7-12	44	95	41	17	11	9	17	52	20	16	11	2	5	9	28	33	25		8
	13+	49	92	66	6	4	9	14	--	--	--	--	--	0	3	29	38	29		6



RIGGING FIXTURE	0-6 7-12 13+	29 37 41	99 99 97	52 60 73	34 29 23	14 10 2	0 1 0	21 23 --	61 30 --	7 10 --	11 -- --	0 6 --	0 0 0	4 6 7	54 40 38	21 36 33	21 22 --	X	24	13	20	34	27	5
WRECKER	0-6 7-12 13+	28 36 35	99 100 99	34 41 54	25 28 17	22 22 24	9 3 5	38 28 --	19 30 --	31 21 --	9 11 --	3 10 --	0 1 0	6 12 10	44 34 40	31 32 33	19 20 18	X	51	20	20	28	22	10
HOIST (CHERRY PICKER)	0-6 7-12 13+	24 26 34	100 99 94	31 44 73	44 36 15	13 11 8	6 4 0	29 29 --	36 24 --	21 17 --	7 10 --	7 10 --	2 2 0	21 10 8	43 31 46	21 31 27	14 21 19	X	63	16	9	18	49	9
HAND FUEL PUMP AND HOSES	0-6 7-12 13+	24 24 35	98 100 97	23 61 41	38 23 32	15 10 5	8 3 0	15 23 --	31 40 --	8 20 --	8 13 --	0 13 --	0 0 0	0 0 0	85 26 13	8 10 4	8 39 39	X	59	8	8	30	36	18
BLADE ALIGNMENT SCOPE	0-6 7-12 13+	23 33 43	99 99 98	44 66 67	36 26 28	12 7 4	8 1 0	28 16 --	40 29 --	24 18 --	8 9 --	0 9 --	0 2 --	16 7 9	48 42 45	24 30 28	12 21 17	X	42	23	21	32	17	7
50 GPM GASOLINE DRIVEN PUMPS AND HOSES	0-6 7-12 13+	23 25 35	100 99 98	22 26 30	22 13 13	11 10 4	22 16 4	22 35 43	56 18 --	44 25 --	0 11 --	0 7 --	0 3 0	11 0 5	56 30 10	33 30 48	0 33 38	X	64	14	14	36	25	11
DIAL INDICATOR	0-6 7-12 13+	21 32 41	100 98 98	67 71 67	24 17 31	10 9 2	0 3 0	26 21 --	37 34 --	21 19 --	16 6 --	0 6 --	0 10 0	11 38 7	42 28 37	37 23 19	11 23 18	X	20	16	27	32	22	3
PROP PROTRACTOR	0-6 7-12 13+	19 27 37	100 99 96	37 62 83	32 29 11	21 8 6	11 2 0	26 27 --	26 32 --	16 18 --	0 3 --	5 2 0	16 46 11	42 5 11	32 30 39	32 31 18	5 16 18	X	29	15	17	34	31	3
MICROMETER	0-6 7-12 13+	18 24 37	99 100 98	44 67 58	33 24 29	17 17 5	6 2 8	22 21 0	39 30 --	17 13 --	22 13 --	0 5 --	0 7 0	6 43 8	39 32 29	33 32 26	22 18 37	X	41	18	18	28	29	7
BALANCE STAND MAIN ROTOR ASSEMBLY	0-6 7-12 13+	18 23 24	100 100 99	44 47 64	39 34 23	11 15 9	6 4 0	41 24 --	29 33 --	6 13 --	18 2 --	6 2 --	0 2 0	53 45 4	19 23 30	29 21 35	11 21 16	0	69	21	18	34	16	11
GENERATORS (LIGHT PLANT)	0-6 7-12 13+	17 22 29	99 100 97	50 50 57	29 21 18	14 14 25	7 7 0	29 38 --	21 18 --	21 8 --	7 28 --	21 10 --	0 10 0	14 10 4	36 44 39	21 21 29	29 26 29	X	50	11	16	44	21	7
RUBBER FUEL BLADDERS	0-6 7-12 13+	16 25 32	100 99 99	33 35 44	56 11 11	0 16 7	0 3 4	44 22 --	22 30 --	11 16 --	0 11 --	0 11 --	0 3 0	11 3 4	56 34 15	33 29 30	0 29 52	X	63	15	17	37	22	9
FORK LIFT	0-6 7-12 13+	14 24 29	99 100 99	46 49 59	31 25 22	15 18 7	8 4 0	17 29 --	33 31 --	17 15 --	17 8 --	17 8 --	0 2 0	8 12 7	42 31 41	33 37 34	17 19 17	X	56	19	25	26	24	5
BATTERY CHARGER	0-6 7-12 13+	13 21 34	99 100 97	46 55 59	38 32 29	8 9 12	8 2 0	25 22 --	42 36 --	8 22 --	25 13 --	0 7 --	0 0 0	8 7 6	42 26 32	25 13 44	25 18 18	X	63	22	13	39	24	2
VERNIER DEPTH GAUGE	0-6 7-12 13+	12 14 28	99 100 98	50 56 78	30 40 17	20 0 4	0 4 0	14 23 --	57 23 --	14 42 --	14 8 --	0 4 --	0 0 0	0 12 0	43 46 38	57 23 33	0 19 25	X	44	25	18	32	22	3
HYDRAULIC MULE	0-6 7-12 13+	10 19 39	98 99 86	40 60 84	60 24 12	0 4 0	0 12 0	40 31 --	20 35 --	20 15 --	20 8 --	0 12 --	0 4 0	40 15 8	20 38 12	20 23 32	20 19 48	X	70	41	14	35	11	0

Equipment	MECHANICS AND CREWCHIEFS															SUPERVISORS										
	Months of UH-1 Maintenance Experience	Percent Using	% Sparing Equipment Available	# Times Used Past Month (%)					First Use After Award of 67M20 Duty MOS (%)					Your Proficiency in Using Equipment (%)					% Sparing New 67M20 Must Be Able To Use At Once With Little Direction X > 20% O < 20%	Amount of Direction Required by New 67M20 (%)						
				1-0	1-1	2-12	3-36	4-7-10	5-11+	1-1st month	2-2nd or 3rd month	3-4th to 6th month	4-7th to 12th month	5-After 12 months	1-Poor	2-Fair	3-Good	4-Very Good		5-Excellent	0-Not observed or equipment not used	1-Constant direction	2-Much direction	3-Some direction	4-Little direction	5-No direction
ENGINE ALIGNMENT TOOL	0-6	10	100	50	38	13	0	0	13	63	0	25	0	0	0	50	38	13		X	54	25	28	32	12	4
	7-12	19	100	68	22	2	7	0	24	27	24	20	5	0	2	12	39	27	20							
	13+	28	99	54	39	7	0	0	--	--	--	--	--	--	0	7	38	41	14							
ZYGLD (FLOURESCENT PENETRANT) INSPECTION EQUIPMENT	0-6	10	100	33	33	33	0	0	33	67	0	0	0	0	0	33	67	0	0	0	81	35	22	30	13	0
	7-12	5	100	99	0	0	0	0	67	33	0	0	0	0	0	33	33	0	33							
	13+	7	98	99	0	0	0	0	--	--	--	--	--	--	0	0	67	33	0							
HYDROMETER	0-6	8	99	99	0	0	0	0	50	50	0	0	0	0	0	0	50	50	0	X	61	19	19	29	19	15
	7-12	11	100	55	25	15	5	0	50	28	17	6	0	0	0	22	39	28	11							
	13+	20	98	67	28	6	0	0	--	--	--	--	--	--	0	0	44	22	33							
BALANCE STANO TAIL ROTOR ASSEMBLY	0-6	7	100	43	14	0	29	14	20	0	0	60	20	0	0	20	40	20	20							
	7-12	10	100	52	33	10	0	5	35	30	10	20	5	0	0	16	37	21	26							
	13+	13	99	75	17	0	0	8	--	--	--	--	--	--	0	8	38	23	31							
MAGNA-FLUX EQUIPMENT	0-6	7	100	33	33	33	0	0	50	50	0	0	0	0	0	33	67	0	0	0	74	41	22	31	3	3
	7-12	7	100	57	43	0	0	0	38	25	25	13	0	0	0	25	25	38	13							
	13+	22	95	75	25	0	0	0	--	--	--	--	--	--	0	18	36	18	27							
MULTIMETER	0-6	6	100	40	60	0	0	0	33	33	0	33	0	0	0	25	50	25	5							
	7-12	11	100	50	29	17	4	0	29	24	33	10	5	0	0	27	36	23	14							
	13+	28	99	62	28	7	0	3	--	--	--	--	--	--	0	10	38	31	21	X	43	23	20	39	16	3
STEAM JENNY	0-6	4	100	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	0	0	90	33	17	25	17	8
	7-12	7	100	75	25	0	0	0	50	0	0	50	0	0	0	20	40	0	40							
	13+	22	91	83	17	0	0	0	--	--	--	--	--	--	0	0	60	40	0							
JET-CAL ANALYZER	0-6	4	99	67	0	33	0	0	99	0	0	0	0	0	0	67	33	0	0							
	7-12	7	99	50	33	8	0	8	10	0	60	30	0	0	0	25	42	25	8	X	68	33	28	26	8	5
	13+	17	97	58	17	0	8	17	--	--	--	--	--	--	0	8	67	8	17							
VIBRATION TEST SET	0-6	4	100	33	33	33	0	0	50	0	50	0	0	0	0	33	33	33	0							
	7-12	6	100	42	33	8	8	8	10	10	50	30	0	0	0	20	40	30	10							
	13+	13	99	73	18	9	0	0	--	--	--	--	--	--	0	36	36	18	9	X	69	39	24	29	5	3
WEIGHING SCALES - AIRCRAFT	0-6	4	100	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	0							
	7-12	5	100	99	0	0	0	0	67	33	0	0	0	0	0	33	33	33	0	0	79	35	31	31	4	0
	13+	23	90	67	17	0	17	0	--	--	--	--	--	--	0	17	33	33	17							
HOIST-DECK MOUNTED	0-6	3	100	50	50	0	0	0	99	0	0	0	0	0	0	99	0	0	0							
	7-12	11	99	68	26	5	0	0	21	26	26	21	5	0	5	5	21	42	26							
	13+	22	99	78	11	6	0	6	--	--	--	--	--	--	0	0	26	42	32	X	64	25	18	23	23	11

## **Appendix H**

### **DS/GS LEVEL: MAINTENANCE TASKS PERFORMED BY 10% OR MORE OF THE LOW-EXPERIENCE GROUP (0-6 MONTHS)**

Appendix H is the DS/GS counterpart of Appendix B.

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS									
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of GINZOs Performing Task	# Times Performed Past Month (%)					First Performance After Award of GINZO Duty MOS (%)					Your Proficiency In Performing Task (%)	% Sparing New GINZO Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New GINZO (%)				
				1-0 2-1-2 3-3-6 4-7-10 5-11+					1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months							1-Poor 2-Fair 3-Good 4-Very Good 5-Excellent				
				1	2	3	4	5	1	2	3	4	5			1	2	3	4	5
ENGINE COMWING INSTALL	0-6 7-12 13+	99 82 92	7 13 11	29 23 45	43 8 9	29 46 27	0 23 0	0 18	57 31 --	0 15 --	0 23 --	14 15 --	14 23 18	X	4	0	5	14	45	36
ACCESS DOORS & INSPECTION PLATES REMOVE	0-6 7-12 13+	88 82 77	7 12 9	14 25 11	43 25 22	14 25 33	29 33	57 42 --	0 17 --	0 8 --	29 17 --	14 25 33	X	7	0	2	7	40	50	
ENGINE INTAKE SCREEN (BIRO CAGE) INSTALL	0-6 7-12 13+	88 82 92	6 14 11	50 36 55	33 16 18	17 14 9	0 14 0	0	33 29 --	0 7 --	17 21 --	17 14 --	33 15 --	X	11	0	8	21	36	36
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES REMOVE	0-6 7-12 13+	88 76 77	7 12 10	29 50 40	14 33 40	0 17 20	0 0 0	0	29 25 --	0 8 --	29 25 --	14 17 --	43 33 10	X	9	0	8	25	43	25
MAIN ROTOR ASSEMBLY INSTALL ROTOR ASSEMBLY	0-6 7-12 13+	88 94 92	4 10 10	25 40 20	50 10 70	0 10 0	0 10	0	50 20 --	0 40 --	25 20 --	25 20 --	50 10 10	X	7	8	18	30	35	10
STABILIZER BAR INSTALL	0-6 7-12 13+	88 99 92	4 15 11	25 53 45	50 47 0	0 0 9	0 0 0	0	33 13 --	0 40 --	0 7 --	33 20 --	33 13 10	X	7	10	15	28	25	23
SCISSORS AND SLEEVE ASSEMBLY INSTALL	0-6 7-12 13+	88 82 77	4 11 7	75 55 43	25 18 29	0 0 0	0 0 0	0	25 27 --	0 18 --	25 27 --	25 27 --	50 27 14	X	14	8	21	26	32	13
BATTERY (NICAD) REMOVE	0-6 7-12 13+	88 71 99	7 11 11	29 36 36	43 45 45	29 18 9	0 0 9	0	43 27 --	14 36 --	0 9 --	14 18 --	29 33 33	X	16	0	3	17	50	31
ENGINE COMWING REMOVE	0-6 7-12 13+	80 99 99	8 14 6	38 36 50	13 29 33	13 21 17	0 0 0	0	38 36 --	25 43 --	0 14 --	13 7 --	63 21 33	X	4	0	2	9	49	40
MAIN ROTOR MAST ASSEMBLY REMOVE	0-6 7-12 13+	80 93 99	6 13 6	17 38 50	17 62 33	0 0 17	0 0 0	0	17 46 --	33 6 --	17 17 --	17 8 --	33 31 33	X	14	8	8	26	39	18
CYCLIC CONTROL TUBES INSTALL	0-6 7-12 13+	75 71 85	5 11 9	40 20 56	20 40 22	0 0 0	0 0 0	0	40 27 --	20 18 --	20 27 --	20 27 --	40 36 0	X	7	7	7	19	45	21
COLLECTIVE PITCH CONTROL TUBES REMOVE	0-6 7-12 13+	75 65 92	4 11 9	50 55 33	0 36 44	0 9 22	0 0 0	0	25 27 --	25 27 --	25 27 --	25 27 --	50 36 13	X	9	3	8	35	30	25
BELL CRANKS OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	75 47 69	4 7 7	50 29 29	25 14 43	0 29 29	0 0 0	0	25 29 --	25 14 --	25 29 --	25 14 --	50 29 0	X	9	3	8	23	43	25

TROOP SEATS INSTALL	0-6 7-12 13+	75 76 92	4 12 10	25 33 40	25 8 10	25 42 20	0 17 0	50 42 --	25 25 --	0 8 --	0 17 --	0 8 0	0 25 0	0 50 10	75 42 25	X	7	0	2	9	47	42
SYNCHRONIZED ELEVATOR ADJUST	0-6 7-12 13+	75 71 69	2 10 6	50 56 50	0 11 17	0 0 0	0 20 0	0 20 --	0 30 --	0 20 --	0 50 --	0 10 0	0 30 0	0 67 17	50 40 10	X	11	5	18	35	35	8
GROUND HANDLING WHEELS INSTALL	0-6 7-12 13+	75 47 77	5 8 9	0 0 22	40 0 11	0 38 22	40 25 0	80 38 --	0 13 --	0 0 --	0 38 --	0 0 0	0 22 56	20 50 22	60 38 50	X	7	0	12	12	46	29
LANDING GEAR SKID TUBE ASSEMBLY INSTALL	0-6 7-12 13+	75 65 83	3 11 8	33 64 75	67 36 13	0 0 0	0 0 0	33 9 --	0 18 --	0 45 --	0 27 --	0 0 0	0 36 38	67 55 50	33 9 13	X	9	0	13	33	33	23
ENGINE OIL FILTER REMOVE	0-6 7-12 13+	75 59 54	4 9 4	50 22 25	25 44 75	0 0 0	0 0 0	25 33 --	0 22 --	0 11 --	0 25 --	0 11 0	0 67 25	25 22 0	50 22 75	X	14	0	11	13	53	24
TRANSMISSION ASSEMBLY SERVICE	0-6 7-12 13+	75 56 85	5 7 7	20 57 29	40 43 57	0 0 14	0 0 0	40 29 --	20 29 --	0 0 --	0 14 --	0 0 0	0 43 57	40 14 0	40 43 43	X	16	0	11	14	49	27
TRANSMISSION LIFT LINK REMOVE	0-6 7-12 13+	75 93 92	4 11 10	25 55 60	75 18 30	0 27 10	0 0 0	50 20 --	25 20 --	0 10 --	0 30 --	0 9 0	0 27 55	25 55 9	75 50 0	X	11	5	13	21	33	28
TAIL ROTOR DRIVE SHAFT INSTALL	0-6 7-12 13+	75 88 85	6 15 11	50 60 45	33 13 36	17 27 9	0 0 0	50 13 --	17 27 --	0 33 --	0 13 --	0 7 0	0 53 45	33 13 18	33 13 18	X	7	5	20	15	46	15
MAIN ROTOR ASSEMBLY REMOVE ROTOR ASSEMBLY	0-6 7-12 13+	75 88 92	3 8 10	33 50 22	0 25 67	0 25 0	0 0 11	33 25 --	0 25 --	0 25 --	0 25 --	0 11 0	0 50 44	67 36 0	67 36 0	X	7	5	8	35	38	15
STABILIZER BAR DAMPERS REMOVE	0-6 7-12 13+	75 88 92	4 14 8	75 57 63	25 36 25	0 7 13	0 0 0	25 21 --	25 14 --	0 29 --	0 29 --	0 7 0	0 50 50	25 14 0	25 14 0	X	9	3	5	28	41	23
SWASHPLATE & SUPPORT ASSEMBLY REMOVE	0-6 7-12 13+	75 71 85	4 11 7	75 55 71	25 27 29	0 18 0	0 0 0	25 0 --	25 27 --	0 18 --	0 27 --	0 9 0	0 57 43	25 27 0	25 43 0	X	11	3	13	28	36	21
TAIL ROTOR ASSEMBLY TRACK	0-6 7-12 13+	75 94 92	5 13 9	40 23 44	20 62 44	0 15 0	0 15 --	40 15 --	20 31 --	20 15 --	0 15 --	0 8 0	0 46 57	40 31 29	40 15 0	X	12	5	16	37	29	13
TAIL ROTOR ASSEMBLY ADJUST PITCH CHANGE LINKS	0-6 7-12 13+	75 94 85	4 12 8	50 33 33	50 17 67	0 0 0	0 0 0	50 8 --	0 33 25	25 17 --	0 17 --	0 8 0	0 50 50	50 33 8	50 33 8	X	9	5	18	36	26	15
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) * REMOVE	0-6 7-12 13+	72 97 89	13 29 16	46 38 63	46 45 31	6 17 0	0 0 6	15 28 --	23 24 --	23 10 --	15 10 --	0 3 0	0 7 0	23 41 38	46 34 44	X	11	3	15	21	41	21
INTERMEDIATE GEAR BOX (42 DEG. GEAR BOX) INSTALL	0-6 7-12 13+	71 75 92	5 12 10	99 55 76	0 45 10	0 0 20	0 0 0	60 17 --	0 25 --	40 33 --	0 17 --	0 8 0	0 50 50	40 33 8	40 10 10	X	11	5	10	33	35	18
CYCLIC CONTROL TUBES REMOVE	0-6 7-12 13+	70 75 80	6 11 3	33 40 33	50 20 67	17 20 0	0 20 0	33 50 --	17 20 --	17 10 --	17 0 --	0 0 0	17 60 67	33 20 33	33 20 33	X	7	0	7	21	45	26

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS													
	Months of UH-1 Maintenance Experience	Percent Perform- ing or Assist- ing	Number of 67N20s Perform- ing Task	# Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency In Performing Task (%)					% Satisfying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)				
				1-0 2-12 3-36 4-7-10 5-11+					1- 1st month 2- 2nd or 3rd month 3- 4th to 6th month 4- 7th to 12th month 5- After 12 months					1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent										
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5			0	1	2	3
ACCESS DOORS & INSPECTION PLATES DISASSEMBLE	0-6	70	6	40	20	0	0	40	20	0	0	0	20	20	40	0	23	0	3	6	41	50		
	7-12	86	12	33	25	8	25	50	25	17	0	8	0	17	25	33	25							
	13+	50	3	67	0	33	0	0	--	--	--	--	0	0	67	33								
TRANSMISSION COWLING REMOVE	0-6	70	6	50	33	0	17	0	33	33	17	0	17	0	50	0	4	0	5	12	49	35		
	7-12	93	13	31	23	31	15	0	38	38	15	0	8	8	54	23	15							
	13+	83	5	40	40	20	0	0	--	--	--	--	0	0	25	50	25							
TAIL ROTOR DRIVE SHAFT REMOVE	0-6	70	5	40	40	20	0	0	60	20	0	20	0	0	40	20	40	7	0	10	20	49	22	
	7-12	94	15	60	33	7	0	0	20	33	33	7	7	0	13	47	20	20						
	13+	60	3	33	33	33	0	0	--	--	--	--	0	0	33	0	67							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) INSTALL	0-6	70	3	33	67	0	0	0	0	67	33	0	0	0	33	33	33	11	10	18	26	26	21	
	7-12	93	13	38	54	8	0	38	31	15	15	0	0	15	23	46	15							
	13+	99	6	50	50	0	0	0	--	--	--	--	0	0	17	67	17							
MAIN ROTOR ASSEMBLY ADJUST PITCH CHANGE LINKS	0-6	70	3	33	67	0	0	0	0	33	33	33	0	0	33	67	0	7	10	18	35	33	5	
	7-12	88	13	46	38	15	0	0	23	31	38	8	0	0	8	38	23	31						
	13+	99	6	50	33	0	0	17	--	--	--	--	0	0	17	33	50							
MAIN ROTOR ASSEMBLY REMOVE BLADES	0-6	70	5	80	0	20	0	0	20	20	20	20	20	0	0	40	60	0	7	5	8	30	43	15
	7-12	93	14	36	64	0	0	0	21	29	43	0	7	0	14	43	21	21						
	13+	99	6	50	33	17	0	0	--	--	--	--	0	0	17	33	50							
STABILIZER BAR REMOVE	0-6	70	7	43	57	0	0	0	0	71	0	14	14	0	0	14	57	29	7	0	10	23	43	26
	7-12	99	14	29	64	7	0	0	14	50	29	0	7	0	7	57	14	21						
	13+	99	5	40	40	0	20	0	--	--	--	--	0	0	20	40	40							
SWASHPLATE & SUPPORT ASSEMBLY INSTALL	0-6	70	3	33	67	0	0	0	0	67	33	0	0	0	33	33	33	11	8	18	31	28	15	
	7-12	80	10	80	20	0	0	0	0	50	30	10	10	0	30	40	20	10						
	13+	67	3	33	67	0	0	0	--	--	--	--	0	0	33	67	0							
SAFETY BELTS INSTALL	0-6	67	6	0	67	17	17	0	33	17	33	0	17	0	0	33	33	33	7	0	2	2	48	48
	7-12	69	11	55	18	27	0	0	45	9	27	9	9	0	9	27	36	27						
	13+	99	5	60	0	20	0	20	--	--	--	--	0	0	0	60	40							
MAIN ROTOR ASSEMBLY INSTALL BLADES	0-6	67	3	67	0	33	0	0	0	33	33	33	0	0	33	67	0	7	5	10	35	35	15	
	7-12	99	15	40	60	0	0	0	20	27	47	0	7	0	13	47	20	20						
	13+	99	6	50	33	17	0	0	--	--	--	--	0	0	17	33	50							
TAIL ROTOR CONTROL TUBES REMOVE	0-6	63	5	60	20	20	0	0	40	0	20	20	20	0	0	40	20	40	9	5	5	24	44	22
	7-12	65	9	44	33	22	0	0	11	22	33	11	22	11	0	33	56	0						
	13+	85	10	40	30	30	0	0	--	--	--	--	0	0	30	70	0							
TAIL ROTOR PITCH CONTROL MECHANISM ASSEMBLE	0-6	63	4	50	50	0	0	0	25	0	25	25	25	0	25	50	0	18	8	14	62	11	5	
	7-12	65	6	38	25	25	13	0	0	25	38	0	38	0	0	38	50	13						
	13+	62	8	63	25	0	13	0	--	--	--	--	0	0	75	13	13							
BELL CRANKS INSTALL	0-6	63	4	50	25	25	0	0	25	0	25	25	25	0	25	25	25	11	5	12	17	46	20	
	7-12	71	11	36	27	18	9	9	18	27	27	9	18	9	0	55	36	0						
	13+	92	9	33	22	22	11	11	--	--	--	--	0	0	56	44	0							

SAFETY BELTS REMOVE	0-6 7-12 13+	63 65 85	9 9 9	33 33 44	11 11 11	22 22 11	0 0 0	33 33 33	25 22 22	0 11 --	50 22 --	25 11 --	0 22 --	0 11 --	0 22 --	0 22 --	0 22 --	75 44 33	X	7	0	2	2	46	49
	PILOT OR COPILOT SEAT INSTALL	0-6 7-12 13+	63 76 92	4 12 10	25 25 30	25 25 20	25 33 40	0 8 0	50 27 --	25 16 --	0 9 --	25 18 --	0 27 --	0 18 --	0 25 --	0 45 --	25 27 30	50 16 20	X	7	0	2	12	44	42
		FIRST AID KITS REMOVE	0-6 7-12 13+	63 56 75	5 9 8	40 33 38	20 22 13	40 22 25	0 22 13	20 56 --	40 11 --	0 22 --	0 22 --	0 11 --	0 22 --	0 22 --	0 22 --	0 22 --	80 44 38	X	7	0	2	2	32
CARGO DOOR INSTALL			0-6 7-12 13+	63 47 69	3 7 8	99 57 50	0 29 25	0 14 13	0 0 0	0 14 --	33 43 --	0 29 --	0 43 --	0 29 --	0 29 --	0 43 --	0 43 --	67 14 38	33 14 38	X	9	2	5	10	59
	WINDSHIELDS & CHIN BUBBLES INSTALL		0-6 7-12 13+	63 65 46	4 10 5	50 50 80	0 0 20	0 0 0	0 0 0	75 30 --	0 20 --	0 10 --	25 40 --	0 20 --	0 10 --	0 25 --	0 40 --	50 20 30	25 30 20	X	26	6	6	24	47
		TRANSMISSION COMWING ADJUST	0-6 7-12 13+	63 41 46	3 6 4	67 50 25	33 0 25	0 0 0	0 0 0	67 17 --	0 33 --	0 33 --	0 33 --	0 33 --	0 33 --	0 33 --	0 33 --	67 0 25	0 0 25	X	16	0	8	21	53
TRANSMISSION COMWING INSTALL			0-6 7-12 13+	63 88 99	5 14 11	40 29 18	20 43 18	0 7 36	0 27 --	40 36 --	20 14 --	0 21 --	40 14 --	0 21 --	0 14 --	0 55 --	0 20 --	40 21 27	40 21 27	X	4	0	7	14	45
	ENGINE TAIL PIPE FAIRING (COWLING) INSTALL		0-6 7-12 13+	63 29 54	3 5 6	33 40 50	67 20 17	0 20 33	0 0 0	33 20 --	0 20 --	0 40 --	33 33 --	0 40 --	0 33 --	0 33 --	0 33 --	67 0 33	0 0 33	X	15	0	8	8	44
		TAIL BOOM INSTALL	0-6 7-12 13+	63 81 92	3 12 11	67 50 64	0 0 27	33 0 9	0 0 0	33 17 --	0 50 --	0 17 --	33 50 --	0 17 --	0 17 --	0 33 --	0 33 --	67 17 55	0 17 9	X	7	7	14	33	35
ENGINE OIL LINES INSTALL			0-6 7-12 13+	63 41 46	3 5 2	99 40 50	0 0 0	0 60 0	0 0 0	33 0 --	0 40 --	0 20 --	33 33 --	0 20 --	0 20 --	0 33 --	0 33 --	33 20 0	33 20 0	X	27	6	9	9	55
	ENGINE CHIP DETECTOR PLUG (ELECTRICAL) REMOVE		0-6 7-12 13+	63 65 46	3 11 4	33 45 50	67 18 50	0 0 0	0 0 0	0 18 --	0 9 --	0 36 --	67 9 --	33 27 --	0 25 --	0 25 --	0 25 --	67 36 50	33 9 25	X	20	0	11	20	46
		ENGINE MAGNETIC PLUG INSTALL	0-6 7-12 13+	63 35 46	3 5 3	33 40 67	0 20 0	0 0 0	0 0 0	0 0 --	0 0 --	0 40 --	67 0 --	33 60 --	0 60 --	0 60 --	0 60 --	67 40 67	33 0 67	X	18	5	8	22	43
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY INSTALL			0-6 7-12 13+	63 59 85	4 7 8	50 29 43	25 14 43	0 0 0	0 0 0	0 14 --	50 29 --	25 14 --	25 29 --	0 14 --	0 14 --	0 14 --	0 14 --	25 43 43	25 43 0	X	14	3	11	26	39
	TRANSMISSION EXTERNAL OIL FILTER REMOVE		0-6 7-12 13+	63 65 77	4 9 7	50 56 43	25 33 43	0 11 14	0 0 0	0 33 --	50 22 --	25 33 --	25 0 --	0 11 --	0 43 --	0 43 --	0 43 --	50 29 29	25 11 29	X	16	0	8	16	46
		TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL) INSTALL	0-6 7-12 13+	63 53 69	5 8 8	40 63 75	20 25 25	0 13 0	0 0 0	0 25 --	40 13 --	40 38 --	20 13 --	0 20 --	0 38 --	0 38 --	0 38 --	40 13 50	40 13 50	X	13	8	3	21	46
TRANSMISSION ASSEMBLY INSTALL			0-6 7-12 13+	63 94 85	2 11 8	50 55 63	0 45 38	0 0 0	0 0 0	0 18 --	50 27 --	0 27 --	0 9 --	0 18 --	0 9 --	0 9 --	0 9 --	0 27 38	0 55 0	X	13	8	25	28	33

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS															
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of CH20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of CH20 Duty MOS (%)					Your Proficiency In Performing Task (%)					% Saying New CH20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New CH20 (%)						
				1-0	1-1	2-1	3-1	4-1	5-1	1-1st month	2-2nd or 3rd month	3-4th to 6th month	4-7th to 12th month	5-After 12 months	1-Poor	2-Fair	3-Good	4-Very Good		5-Excellent	0-Not observed or task not performed	1-Constant direction	2-Much direction	3-Some direction	4-Little direction	5-No direction
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) REMOVE	0-6	63	3	67	33	0	0	0	0	0	33	33	33	0	0	0	33	0	67	X	9	0	10	28	45	18
	7-12	88	14	71	14	14	0	0	0	14	21	43	7	14	7	0	36	43	14							
	13+	92	12	67	25	0	0	0	0	--	--	--	--	--	0	0	50	42	8							
MAIN ROTOR MAST ASSEMBLY INSTALL	0-6	63	3	33	67	0	0	0	0	0	33	33	33	0	0	0	33	0	67	X	13	10	15	28	33	13
	7-12	88	12	67	25	8	0	0	0	17	17	42	8	17	8	0	58	25	8							
	13+	99	11	45	36	9	0	9	0	--	--	--	--	--	0	0	45	27	27							
MAIN ROTOR ASSEMBLY PACKAGE BLADES	0-6	63	3	67	33	0	0	0	0	67	0	0	33	0	0	33	0	0	67	X	7	3	15	30	43	10
	7-12	65	7	57	0	43	0	0	0	14	29	14	14	29	14	0	43	43	0							
	13+	62	5	20	60	0	0	20	0	--	--	--	--	--	0	20	60	20	0							
MAIN ROTOR ASSEMBLY ADJUST DRAG LINKS	0-6	63	3	33	67	0	0	0	0	0	33	0	33	33	0	0	0	33	67	X	25	9	21	39	21	9
	7-12	81	4	50	25	25	0	0	0	0	0	50	25	25	0	25	50	25	0							
	13+	77	7	29	71	0	0	0	0	--	--	--	--	--	0	14	57	14	14							
MAIN ROTOR ASSEMBLY ADJUST TRIM TAB	0-6	63	3	33	0	33	0	33	0	33	0	0	33	33	0	0	0	33	67	X	7	10	15	35	25	15
	7-12	88	7	57	29	14	0	0	0	14	29	29	0	29	14	0	43	43	0							
	13+	85	9	33	33	22	11	0	0	--	--	--	--	--	0	11	44	44	0							
VOLTAGE REGULATOR INSTALL	0-6	63	4	99	0	0	0	0	0	0	50	0	25	25	0	0	25	50	25	X	35	0	7	25	43	25
	7-12	18	2	50	0	50	0	0	0	50	0	50	0	0	0	0	50	50	0							
	13+	23	2	99	0	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
CYCLIC CONTROL STICK REMOVE	0-6	60	3	33	67	0	0	0	0	0	67	33	0	0	0	0	67	33	0	X	13	3	8	35	38	18
	7-12	65	8	38	63	0	0	0	0	0	57	29	0	14	0	29	14	43	14							
	13+	50	2	50	50	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
TAIL ROTOR CONTROL CHAIN INSTALL	0-6	60	4	25	50	25	0	0	0	50	50	0	0	0	0	25	0	25	50	X	7	5	19	28	30	19
	7-12	75	11	50	40	0	0	10	0	20	20	60	0	0	0	10	50	10	30							
	13+	99	5	40	60	0	0	0	0	--	--	--	--	--	0	0	20	60	20							
PILOT DR COPILOT SEAT REMOVE	0-6	60	5	20	60	20	0	0	0	40	20	20	0	20	0	0	20	40	40	X	7	0	2	10	45	43
	7-12	81	12	42	25	25	0	8	33	17	33	8	8	0	0	8	25	25	42							
	13+	83	5	20	80	0	0	0	--	--	--	--	--	--	0	0	20	60	20							
JUMP SEATS REMOVE	0-6	60	6	33	50	17	0	0	33	17	33	0	17	0	0	17	33	50	0	X	7	0	2	5	44	49
	7-12	81	13	38	31	15	8	8	54	8	31	0	8	0	0	8	31	31	31							
	13+	67	4	50	0	50	0	0	--	--	--	--	--	--	0	0	25	75	0							
TROOP SEATS REMOVE	0-6	60	6	33	33	33	0	0	33	33	33	0	0	0	0	0	33	33	33	X	7	0	2	7	41	49
	7-12	99	16	31	50	6	6	6	56	19	13	6	6	0	0	13	19	44	25							
	13+	67	4	25	25	50	0	0	--	--	--	--	--	--	0	0	25	75	0							
WINDSHIELDS & CHIN, BUBBLES REMOVE	0-6	60	6	33	50	17	0	0	0	50	33	0	17	0	0	0	50	0	50	X	24	3	6	9	54	29
	7-12	75	12	67	25	8	0	0	8	33	25	25	8	0	0	33	25	25	17							
	13+	67	4	75	25	0	0	0	--	--	--	--	--	--	0	0	50	25	25							
ENGINE INTAKE SCREEN (BIRD CAGE) REMOVE	0-6	60	6	17	50	17	0	17	17	67	0	0	17	0	0	0	50	0	50	X	12	0	5	16	39	39
	7-12	99	14	29	50	21	0	0	21	36	29	7	7	0	0	29	29	21	21							
	13+	99	6	67	33	0	0	0	--	--	--	--	--	--	0	0	33	17	50							



[illegible]

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS															
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of SN20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of SN20 Duty MOS (%)					Your Proficiency In Performing Task (%)	% Satisfying New SN20 Must Be Able To Perform At Once With Little Direction	X > 20% 0 < 20%	Amount of Direction Required by New SN20 (%)									
				1-0 2-1-2 3-3-6 4-7-10 5-11+					1- 1st month 2- 2nd or 3rd month 3- 4th to 6th month 4- 7th to 12th month 5- After 12 months								1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent									
				1	2	3	4	5	1	2	3	4	5				1	2	3	4	5					
JUMP SEATS INSTALL	0-6	50	3	0	67	0	33	0	33	33	0	33	0	0	0	67	33	X	7	0	2	12	44	42		
	7-12	65	11	36	18	18	9	30	30	10	10	20	9	0	18	45	27									
	13+	99	11	36	9	27	18	9	--	--	--	--	--	0	0	55	18	27								
SOUNDPROOFING INSTALL	0-6	50	4	50	25	25	0	0	50	25	0	25	0	0	0	50	50	0	4	0	5	9	35	51		
	7-12	59	9	33	44	22	0	0	44	22	11	0	22	11	0	22	44	22								
	13+	69	8	25	13	38	25	0	--	--	--	--	--	0	0	50	13	38								
SOUNDPROOFING REMOVE	0-6	50	5	40	40	20	0	0	20	60	20	0	0	0	0	40	20	40	5	0	2	10	38	50		
	7-12	88	13	31	38	23	8	0	38	23	23	8	8	0	8	38	23	31								
	13+	83	5	40	20	20	0	20	--	--	--	--	--	0	0	0	60	40								
FIRST AIO KITS INSTALL	0-6	50	5	40	40	20	0	0	20	40	20	0	20	0	0	20	0	80	X	7	0	2	2	32	63	
	7-12	56	9	29	43	14	0	14	57	14	29	0	0	0	0	43	29	29								
	13+	99	6	67	33	0	0	0	--	--	--	--	--	0	0	0	33	67								
FIRE EXTINGUISHER REMOVE	0-6	50	4	25	25	25	25	0	25	25	0	50	0	0	0	0	25	75	X	7	0	2	0	34	63	
	7-12	50	7	29	57	14	0	0	29	14	29	14	14	14	14	14	43	14								
	13+	83	9	56	11	22	0	11	--	--	--	--	--	0	0	38	13	50								
PILOT OR COPILOT DOOR REMOVE	0-6	50	5	20	60	20	0	0	20	20	40	20	0	0	0	20	40	40	X	7	0	2	7	48	43	
	7-12	81	13	62	23	15	0	0	38	23	31	0	8	0	8	38	31	23								
	13+	83	4	50	25	25	0	0	--	--	--	--	--	0	0	0	25	75	0							
PILOT OR COPILOT DOOR INSTALL	0-6	50	3	0	67	33	0	0	33	33	0	33	0	0	0	33	0	67	X	7	2	0	12	48	38	
	7-12	71	11	45	55	0	0	0	27	27	18	9	18	9	0	36	45	9								
	13+	85	10	44	22	22	11	0	--	--	--	--	--	0	10	40	30	20								
CARGO DOOR REMOVE	0-6	50	5	80	20	0	0	0	0	40	20	0	40	0	0	20	0	60	X	9	0	5	7	59	29	
	7-12	81	13	46	46	8	0	0	23	54	15	0	8	0	15	46	23	15								
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	33	67	0								
WINDOWS INSTALL	0-6	50	2	50	0	50	0	0	0	0	0	50	0	0	0	0	99	0	X	21	3	8	19	49	22	
	7-12	38	4	50	50	0	0	0	25	50	25	0	0	25	0	25	25	25								
	13+	54	4	50	50	0	0	0	--	--	--	--	--	0	0	0	25	25								
WINDOWS REMOVE	0-6	50	5	80	0	20	0	0	0	40	40	0	20	0	20	20	40	0	X	20	3	5	8	51	32	
	7-12	75	12	75	25	0	0	0	17	42	25	8	8	0	17	58	17	8								
	13+	50	3	67	0	33	0	0	--	--	--	--	--	0	0	33	33	33								
TRANSMISSION COWLING DISASSEMBLE	0-6	50	4	75	25	0	0	0	50	0	0	50	0	0	0	25	50	25	X	16	0	3	16	53	29	
	7-12	56	7	29	29	29	0	14	14	43	29	0	14	0	0	57	14	29								
	13+	54	4	25	50	0	0	25	--	--	--	--	--	0	0	50	25	25								
SYNCHRONIZED ELEVATOR REMOVE	0-6	50	4	50	50	0	0	0	0	50	25	0	25	0	0	50	0	50	0	X	7	2	10	29	31	29
	7-12	88	13	62	31	8	0	0	8	46	15	23	8	0	8	54	31	8								
	13+	67	4	75	25	0	0	0	--	--	--	--	--	0	0	0	75	25								
LANDING GEAR CROSS TUBE INSTALL	0-6	50	2	50	50	0	0	0	50	0	0	50	0	0	0	0	50	50	X	14	5	11	26	47	11	
	7-12	71	11	60	40	0	0	0	10	10	50	10	20	0	0	45	45	9								
	13+	83	8	75	13	13	0	0	--	--	--	--	--	0	0	38	38	25								

ENGINE MOUNT INSTALL	50 38 33	3 5 1	33 60 0	0 0 0	0 0 0	0 0 0	0 67 0	0 60 20	0 20 0	0 33 --	0 0 0	0 67 0	0 40 0	0 20 0	X	30	6	10	19	35	29
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN) REMOVE	50 29 54	2 4 6	99 25 50	0 25 33	0 25 17	0 0 0	0 0 0	0 25 75	0 0 0	0 50 --	0 0 --	0 0 0	0 75 25	0 25 0	X	17	0	23	11	43	23
FUEL QUANTITY TANK UNIT REMOVE	50 47 62	3 7 4	67 43 50	0 33 25	0 14 25	0 0 0	0 0 0	33 29 --	0 14 --	0 33 --	0 0 --	0 0 0	0 71 75	0 14 25	X	19	0	15	26	41	18
ENGINE EXHAUST TAIL PIPE REMOVE	50 41 38	3 6 3	67 33 67	0 33 0	0 17 0	0 0 0	0 17 0	0 50 --	0 17 --	0 33 --	0 0 --	0 0 0	0 67 67	0 17 33	X	48	0	13	13	43	30
ENGINE OIL TANK OBTAIN SERVICEABLE REPLACEMENT	50 31 38	2 3 3	99 99 33	0 0 67	0 0 0	0 0 0	0 33 33	0 33 0	0 50 --	0 0 --	0 33 --	0 0 0	0 50 33	0 33 67	X	19	3	9	17	43	29
ENGINE OIL TANK INSTALL	50 31 77	2 4 7	99 75 43	0 25 57	0 0 0	0 0 0	0 50 25	0 25 --	0 50 --	0 0 --	0 0 --	0 0 0	0 75 43	0 0 14	X	18	0	11	14	46	30
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY REMOVE	50 88 67	3 14 7	33 43 50	33 7 0	0 0 0	0 0 0	0 33 33	0 21 29	0 36 14	0 0 --	0 0 --	0 0 0	0 14 29	0 14 29	X	14	0	11	29	39	21
HYDRAULIC SYSTEM CONNECTING HARDWARE REMOVE	50 41 38	4 5 3	25 60 67	75 20 33	0 20 0	0 0 0	0 40 20	25 20 --	0 20 --	0 20 --	0 0 --	0 0 0	0 25 40	0 40 0	X	16	0	5	27	43	24
TRANSMISSION ASSEMBLY REMOVE	50 93 83	4 13 5	25 23 60	25 69 40	0 8 0	0 0 0	0 23 46	25 31 --	0 0 --	0 25 --	0 0 --	0 0 0	0 15 38	0 31 15	X	13	8	13	31	36	13
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) * SERVICE	50 72 84	8 21 15	25 55 40	38 30 27	0 10 27	0 5 0	0 38 25	13 30 5	25 20 --	0 25 --	0 0 --	0 0 0	0 25 38	0 30 20	X	11	0	8	15	46	31
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) INSTALL	50 75 83	4 11 5	25 64 60	75 36 40	0 0 0	0 0 0	0 9 36	25 27 27	0 0 --	0 25 --	0 0 --	0 0 0	0 18 36	0 36 9	X	9	5	12	32	34	17
TAIL ROTOR DRIVE QUILL ASSEMBLY REMOVE	50 50 50	2 8 3	50 63 67	50 25 33	0 13 0	0 0 0	0 63 25	13 0 --	0 0 --	0 25 --	0 0 --	0 0 0	0 0 0	0 13 33	X	23	0	9	24	47	21
TAIL ROTOR DRIVE QUILL ASSEMBLY INSTALL	50 76 46	4 9 5	99 44 40	0 56 0	0 20 0	0 0 0	0 11 44	22 22 8	0 0 --	0 25 --	0 0 --	0 25 25	0 11 56	0 33 0	X	23	3	15	26	35	21
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) CLEAN	50 75 99	5 12 6	60 75 50	40 25 50	0 0 0	0 0 0	0 42 25	20 17 --	0 8 --	0 20 --	0 0 --	0 0 0	0 40 40	0 17 50	X	30	6	13	32	29	19
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) ASSEMBLE	50 59 46	3 6 3	99 50 67	0 17 0	0 33 0	0 0 0	0 40 20	20 20 --	0 0 --	0 33 --	0 0 --	0 0 0	0 67 17	0 33 0	X	30	13	23	26	23	16
INTERMEDIATE GEAR BOX (42 DEG. GEAR BOX) REMOVE	50 81 67	4 11 4	75 73 75	25 27 25	0 0 0	0 0 0	0 25 0	25 60 --	0 30 10	0 25 --	0 0 --	0 0 0	0 25 44	0 44 11	X	11	0	5	28	46	21

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS														
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of G/HZOs Performing Task	# Times Performed Past Month (%)					First Performance After Award of G/HZO Duty MOS (%)					Your Proficiency In Performing Task (%)					% Saying New G/HZO Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New G/HZO (%)					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
MAIN MOTOR ASSEMBLY TROUBLESHOOT	0-6	50	3	0	67	0	0	33	33	0	0	33	33	0	0	0	67	33	X	21	15	26	32	26	0
	7-12	35	4	25	50	25	0	0	0	25	25	25	25	0	25	50	25	0							
	13+	50	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
	0-6	50	4	50	50	0	0	0	0	75	0	25	0	0	0	25	75	0							
	7-12	69	9	44	56	0	0	0	11	44	33	0	11	0	11	67	11	11							
RIG TO FLIGHT CONTROLS	13+	50	3	33	33	0	33	0	--	--	--	--	--	0	0	33	67	0							
STABILIZER BAR OAMPERS RIG TO FLIGHT CONTROLS	0-6	50	4	50	50	0	0	0	0	75	0	25	0	0	0	25	50	25	X	9	8	23	23	41	5
	7-12	81	11	64	36	0	0	0	9	36	36	9	9	0	9	55	18	18							
	13+	83	4	50	50	0	0	0	--	--	--	--	--	0	0	25	50	25							
	0-6	50	4	50	50	0	0	0	0	75	0	25	0	0	0	25	50	25	X	14	13	13	29	37	8
	7-12	93	12	42	50	8	0	0	8	42	33	8	8	0	17	50	17	17							
CHECK TUNING OF 80TH	13+	83	5	60	20	0	0	20	--	--	--	--	--	0	0	20	20	60							
SCISSORS AND SLEEVE ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	50	2	50	50	0	0	0	0	0	0	50	50	0	0	0	50	50	X	14	3	8	19	47	22
	7-12	53	6	67	0	33	0	0	0	0	33	33	33	0	17	67	17	0							
	13+	46	3	67	33	0	0	0	--	--	--	--	--	0	0	67	33	0							
	0-6	50	3	33	33	33	0	0	0	33	33	33	0	0	0	67	33	0							
	7-12	87	11	27	55	18	0	0	0	55	27	9	9	0	18	55	18	9							
REMOVE	13+	83	4	75	25	0	0	0	--	--	--	--	--	0	0	25	75	0							
COLLECTIVE LEVERS INSTALL	0-6	50	2	0	99	0	0	0	0	0	99	0	0	0	0	0	99	0	X	14	5	14	38	22	22
	7-12	80	10	50	40	10	0	0	0	67	22	0	11	0	30	50	10	10							
	13+	67	4	50	50	0	0	0	--	--	--	--	--	0	0	50	25	25							
	0-6	50	3	99	0	0	0	0	67	0	0	0	33	0	0	33	33	33	X	40	4	8	35	38	15
	7-12	59	7	43	43	14	0	0	14	29	14	14	29	0	0	43	57	0							
REMOVE BLADES	13+	31	3	33	67	0	0	0	--	--	--	--	--	0	0	50	50	0							
EXHAUST TEMPERATURE INDICATOR REMOVE	0-6	50	4	99	0	0	0	0	0	50	0	25	25	0	25	50	25	0	X	28	0	6	19	52	23
	7-12	18	1	0	99	0	0	0	0	--	--	--	--	0	0	99	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
	0-6	50	4	50	50	0	0	0	25	25	0	25	25	0	0	50	25	25	X	19	0	12	15	56	18
	7-12	41	7	86	14	0	0	0	14	14	43	0	29	0	0	29	71	0							
REMOVE	13+	38	5	80	20	0	0	0	--	--	--	--	--	0	0	40	40	20							
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES REMOVE	0-6	50	4	50	50	0	0	0	25	25	0	25	25	0	0	50	25	25	X	16	0	3	19	51	27
	7-12	99	15	20	60	20	0	0	7	53	27	7	7	0	7	60	20	13							
	13+	99	6	67	17	17	0	0	--	--	--	--	--	0	0	17	33	50							
	0-6	50	3	67	0	33	0	0	33	0	0	33	33	0	0	0	33	67	X	21	3	12	24	41	21
	7-12	71	12	45	45	9	0	0	9	45	27	18	0	9	0	55	27	9							
INSTALL	13+	67	6	67	17	0	17	0	--	--	--	--	--	0	0	60	20	20							
BATTERY (INICAD) INSTALL	0-6	50	5	40	40	20	0	0	20	40	20	0	20	0	0	25	50	25	X	16	0	3	19	51	27
	7-12	99	15	20	60	20	0	0	7	53	27	7	7	0	7	60	20	13							
	13+	99	6	67	17	17	0	0	--	--	--	--	--	0	0	17	33	50							
	0-6	50	3	67	0	33	0	0	33	0	0	33	33	0	0	0	33	67	X	21	3	12	24	41	21
	7-12	71	12	45	45	9	0	0	9	45	27	18	0	9	0	55	27	9							
REMOVE	13+	67	6	67	17	0	17	0	--	--	--	--	--	0	0	60	20	20							
MAIN GENERATOR (ON TRANSMISSION) INSTALL	0-6	50	4	99	0	0	0	0	50	0	0	25	25	0	0	25	25	25	X	35	0	11	14	50	25
	7-12	18	2	50	50	0	0	0	50	0	0	25	25	0	0	25	25	50							
	13+	46	5	80	20	0	0	0	--	--	--	--	--	0	0	40	40	60							
	0-6	50	3	67	0	33	0	0	33	0	0	33	33	0	0	0	33	67	X	21	3	12	24	41	21
	7-12	71	12	45	45	9	0	0	9	45	27	18	0	9	0	55	27	9							
REMOVE	13+	67	6	67	17	0	17	0	--	--	--	--	--	0	0	60	20	20							
NAVIGATION LIGHTS REMOVE	0-6	50	4	99	0	0	0	0	50	0	0	25	25	0	0	25	25	25	X	35	0	11	14	50	25
	7-12	18	2	50	50	0	0	0	50	0	0	25	25	0	0	25	25	50							
	13+	46	5	80	20	0	0	0	--	--	--	--	--	0	0	40	40	60							
	0-6	50	3	67	0	33	0	0	33	0	0	33	33	0	0	0	33	67	X	21	3	12	24	41	21
	7-12	71	12	45	45	9	0	0	9	45	27	18	0	9	0	55	27	9							
REMOVE	13+	67	6	67	17	0	17	0	--	--	--	--	--	0	0	60	20	20							

INVERTERS INSTALL	0-6 13+	7-12 13+	15	2 1	99 99	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
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Task	MECHANICS AND CREWCHIEFS										SUPERVISORS														
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 6TH20s Performing Task	4 Times Performed Past Month (%)					First Performance After Award of 6TH20 Duty MOS (%)					Your Proficiency In Performing Task (%)					% Saying New 6TH20s Must Be Able To Perform At Once With Little Direction	% Saying New 6TH20s Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 6TH20 (%)				
				1-0 2-12 3-36 4-720 5-11+					1- 1st month 2- 2nd or 3rd month 3- 4th to 6th month 4- 7th to 12th month 5- After 12 months					1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent											
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5							
ENGINE OIL TANK REMOVE	0-6	40	2	99	0	0	0	0	0	50	50	0	0	0	99	0	0	0	X	18	0	6	11	53	31
	7-12	63	9	56	44	0	0	0	0	11	67	22	0	0	11	44	44	0							
	13+	50	3	99	0	0	0	0	0	--	--	--	--	--	0	67	0	33							
ENGINE OIL FILTER DISASSEMBLE	0-6	40	3	33	33	0	0	0	33	33	33	0	0	0	67	33	0	0							
	7-12	44	7	57	29	0	14	0	0	29	43	29	0	0	14	29	57	0							
	13+	50	2	50	0	0	50	0	0	--	--	--	--	--	0	0	99	0	X	16	0	16	14	49	22
ENGINE OIL FILTER INSTALL	0-6	40	3	33	33	0	0	0	0	67	33	0	0	0	67	33	0	0							
	7-12	60	9	56	33	0	11	0	11	22	44	22	0	0	11	44	44	0							
	13+	67	3	67	0	0	33	0	--	--	--	--	--	--	0	0	67	33	X	13	5	10	10	51	23
ENGINE OIL LINES REMOVE	0-6	40	4	0	99	0	0	0	25	25	0	25	25	0	0	50	25	25							
	7-12	63	5	38	50	13	0	0	0	63	25	13	0	0	38	25	38	0							
	13+	17	1	0	0	99	0	0	--	--	--	--	--	--	0	0	0	99	X	28	0	13	6	58	23
OIL COOLER TURBO-BLOWER REMOVE	0-6	40	2	99	0	0	0	0	0	0	50	50	0	0	0	50	50	0							
	7-12	63	9	78	22	0	0	0	13	50	13	25	0	0	11	44	33	11							
	13+	50	3	33	33	0	0	0	--	--	--	--	--	--	0	0	99	0	X	27	0	9	22	50	19
TRANSMISSION EXTERNAL OIL FILTER OBTAIN SERVICEABLE REPLACEMENT	0-6	40	3	67	0	33	0	0	0	33	33	33	0	0	67	0	33	0							
	7-12	50	7	67	33	0	0	0	14	29	43	14	0	0	14	43	14	29							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	--	0	0	0	0	X	16	3	8	17	47	25
TRANSMISSION EXTERNAL OIL FILTER INSTALL	0-6	40	4	50	25	25	0	0	0	50	25	25	0	0	0	50	0	50							
	7-12	53	8	50	50	0	0	0	25	25	38	0	13	0	25	38	13	25							
	13+	83	5	80	20	0	0	0	--	--	--	--	--	--	0	0	40	20	X	24	15	18	26	26	15
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) SERVICE	0-6	40	4	50	50	0	0	0	0	25	50	25	0	0	0	25	50	25							
	7-12	63	10	70	30	0	0	0	30	40	10	10	10	0	30	40	20	10							
	13+	83	5	60	40	0	0	0	--	--	--	--	--	--	0	20	20	60	X	14	3	8	22	46	22
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) OBTAIN SERVICEABLE REPLACEMENT	0-6	40	2	50	50	0	0	0	0	0	50	50	0	0	0	50	50	0							
	7-12	40	6	83	17	0	0	0	50	17	0	17	17	0	0	17	33	17	33						
	13+	50	3	67	33	0	0	0	--	--	--	--	--	--	0	0	0	67	33	X	9	5	15	24	37
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES INSTALL	0-6	40	3	33	67	0	0	0	0	33	67	0	0	0	0	33	33	33							
	7-12	88	13	69	23	8	0	0	8	46	31	8	8	0	15	38	23	23							
	13+	67	4	50	25	25	0	0	--	--	--	--	--	--	0	0	25	75	0	X	7	3	8	21	49
MAIN ROTOR ASSEMBLY OBTAIN SERVICEABLE BLADES	0-6	40	2	99	0	0	0	0	0	0	50	50	0	0	0	50	50	0							
	7-12	73	11	45	55	0	0	0	18	27	27	9	18	0	9	64	9	18							
	13+	83	4	50	50	0	0	0	--	--	--	--	--	--	0	0	25	0	75	X	12	3	8	18	50
MAIN ROTOR ASSEMBLY OBTAIN SERVICEABLE HUB ASSEMBLY	0-6	40	3	67	33	0	0	0	0	33	33	33	0	0	0	67	33	0							
	7-12	60	9	67	33	0	0	0	25	13	50	13	0	0	0	67	11	22							
	13+	83	4	50	50	0	0	0	--	--	--	--	--	--	0	0	50	25	25	X	9	5	10	28	44
TAIL ROTOR ASSEMBLY REMOVE TAIL ROTOR ASSEMBLY	0-6	40	2	50	0	50	0	0	50	0	50	0	0	0	0	50	0	50							
	7-12	93	12	42	33	25	0	0	8	50	33	0	8	0	17	50	25	8							
	13+	99	6	83	17	0	0	0	--	--	--	--	--	--	0	0	33	33	33	X	9	5	10	28	44

[illegible]

Task	MECHANICS AND CREWMEN										SUPERVISORS												
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67H20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67H20 Duty MOS (%)					Your Proficiency in Performing Task (%)	% Sparing New 67H20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67H20 (%)							
				1-0	2-12	3-36	4-72	5-11+	1-1st month	2-2nd or 3rd month	3-4th to 6th month	4-7th to 12th month	5-After 12 months				1-Post	2-Fair	3-Good	4-Very Good	5-Excellent	0-Not observed or task not performed	1-Constant direction
TRANSMISSION COUPLING ASSEMBLY	0-6	38	3	67	33	0	0	0	67	0	0	33	0	0	33	0	67	18	0	5	16	49	30
	7-12	56	8	38	25	25	13	0	13	38	25	13	13	0	0	63	13	25					
	13+	54	4	25	50	0	0	25	--	--	--	--	--	0	0	50	25	25					
ENGINE COUPLING REPAIR	0-6	38	2	50	50	0	0	0	50	0	0	50	0	0	0	50	0	39	4	4	18	50	25
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0					
ENGINE COUPLING OBTAIN SERVICEABLE REPLACEMENT	0-6	38	2	99	0	0	0	0	50	0	0	50	0	0	0	50	0	9	3	3	20	45	30
	7-12	24	1	0	0	99	0	0	0	0	0	99	0	0	0	99	0						
	13+	38	3	99	0	0	0	0	--	--	--	--	--	0	0	50	0						
TAIL ROTOR DRIVE SHAFT COVERS OBTAIN SERVICEABLE REPLACEMENT	0-6	38	2	99	0	0	0	0	50	0	0	50	0	0	0	50	0	20	6	6	11	54	23
	7-12	25	4	50	25	25	0	0	25	0	50	25	0	0	0	50	0						
	13+	46	4	50	50	0	0	0	--	--	--	--	--	0	0	0	25	75					
TAIL ROTOR DRIVE SHAFT COVERS INSTALL	0-6	38	2	99	0	0	0	0	50	0	0	50	0	0	0	50	0	13	3	8	18	48	25
	7-12	53	9	44	22	22	11	0	13	13	50	13	13	0	0	50	38						
	13+	69	8	50	13	25	13	0	--	--	--	--	--	0	0	38	25	38					
TAIL ROPE OBTAIN SERVICEABLE REPLACEMENT	0-6	38	1	99	0	0	0	0	0	0	99	0	0	0	0	0	99	19	3	9	20	51	17
	7-12	44	6	80	20	0	0	0	20	20	60	0	0	0	0	20	60						
	13+	62	7	43	43	14	0	0	--	--	--	--	--	0	0	29	57	14					
SYNCHRONIZED ELEVATOR INSTALL	0-6	38	1	0	99	0	0	0	0	0	99	0	0	0	0	0	99	7	7	19	21	33	21
	7-12	59	10	44	44	11	0	0	0	20	40	20	20	0	0	20	30						
	13+	85	8	50	25	25	0	0	--	--	--	--	--	0	0	50	13	38					
INDUCTION SYSTEM AIR FILTER OBTAIN SERVICEABLE REPLACEMENT	0-6	38	3	67	0	33	0	0	33	0	0	33	33	0	0	0	33	14	3	8	17	44	28
	7-12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	13+	46	4	25	75	0	0	0	--	--	--	--	--	0	0	50	25	25					
INDUCTION SYSTEM AIR FILTER INSTALL	0-6	38	3	0	33	0	67	0	33	0	0	33	33	0	0	0	33	11	3	5	23	16	33
	7-12	41	6	17	50	17	17	0	17	50	17	0	17	0	0	33	50						
	13+	77	8	25	25	25	25	0	--	--	--	--	--	0	0	63	25	13					
ENGINE INDUCTION BAFFLE INSTALL	0-6	38	3	33	33	0	33	0	33	0	0	33	33	0	0	33	33	20	0	8	22	39	31
	7-12	47	5	40	60	0	0	0	40	20	20	0	20	0	0	20	40						
	13+	46	4	25	25	50	0	0	--	--	--	--	--	0	0	75	25	0					
ENGINE MOUNT REMOVE	0-6	38	3	67	0	33	0	0	67	0	0	33	0	0	0	33	0	30	0	10	20	40	30
	7-12	41	7	57	29	14	0	0	14	29	14	29	14	0	0	57	29						
	13+	42	4	50	50	0	0	0	--	--	--	--	--	0	25	0	25	50					
N2 POWER LEVER CONTROL TUBES REMOVE	0-6	38	3	67	33	0	0	0	0	33	0	33	33	0	0	67	0	39	0	7	33	30	30
	7-12	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0						
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR INSTALL	0-6	38	2	99	0	0	0	0	0	0	50	50	0	0	0	50	0	40	4	4	27	42	23
	7-12	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
	13+	23	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0						



[illegible]

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS															
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of EJTOS Performing Task	# Times Performed Past Month (%)					First Performance After Award of EJTOS Duty MOS (%)					Your Proficiency in Performing Task (%)	% Saying New EJTOS Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New EJTOS (%)										
				1-0 1-1 2-1-2 3-3-6 4-7-10 5-11+					1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months							0-Not observed or task not performed 1-Constant direction 2-Much direction 3-Some direction 4-Little direction 5-No direction	0-Not observed or task not performed 1-Constant direction 2-Much direction 3-Some direction 4-Little direction 5-No direction									
				1	2	3	4	5	1	2	3	4	5				1	2	3	4	5	0	1	2	3	4
TAIL ROTOR GEAR BOX (QC REG. GEAR BOX) OBTAIN SERVICEABLE REPLACEMENT	0-6	38	2	99	0	0	0	0	0	50	0	50	0	0	99	X	12	3	8	18	47	24				
	7-12	35	3	99	0	0	0	0	0	67	33	0	0	33	0	0	0	0	0	0	0	0				
	13+	67	7	57	29	14	0	0	0	--	--	--	--	0	0	29	57	14								
TAIL ROTOR DRIVE SHAFT ASSEMBLY CLEAN FLX COUPLING	0-6	38	3	99	0	0	0	0	0	67	0	33	0	0	33	X	34	3	14	24	48	10				
	7-12	35	3	33	67	0	0	0	0	33	33	33	0	0	0	0	0	0	0	0	0	0				
	13+	31	3	67	0	33	0	0	--	--	--	--	--	0	0	33	33	33								
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) DISASSEMBLY	0-6	38	2	99	0	0	0	0	0	50	0	50	0	0	99	X	34	10	24	28	24	14				
	7-12	59	6	50	17	33	0	0	33	0	33	33	0	0	0	0	67	17	17							
	13+	46	3	67	0	0	33	0	--	--	--	--	--	0	0	67	0	33								
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) TROUBLESHOOT	0-6	38	0	0	0	0	0	0	0	0	0	0	0	0	0	X	25	12	21	24	36	6				
	7-12	24	3	67	0	33	0	0	33	0	33	33	0	0	0	0	0	67	0	33						
	13+	17	1	0	0	0	99	0	--	--	--	--	--	0	0	0	0	0	0	0	99					
MAIN ROTOR ASSEMBLY ALIGN Rotor ASSEMBLY	0-6	38	2	99	0	0	0	0	0	0	0	50	0	0	50	X	30	10	32	26	29	3				
	7-12	65	6	50	33	17	0	0	17	17	33	17	17	0	17	50	33	0	0	0	0	0				
	13+	69	5	20	80	0	0	0	--	--	--	--	--	0	20	60	20	0								
MAIN ROTOR ASSEMBLY PACKAGE HUB ASSEMBLY	0-6	38	1	0	99	0	0	0	0	0	0	99	0	0	0	X	19	6	20	23	40	11				
	7-12	41	3	33	0	67	0	0	33	33	0	33	0	0	0	0	67	33	0	0	0	0				
	13+	54	4	25	75	0	0	0	--	--	--	--	--	0	25	25	50	0								
MAIN ROTOR ASSEMBLY DISASSEMBLE 540 HUB ASSEMBLY	0-6	38	1	99	0	0	0	0	0	0	0	99	0	0	0	X	61	18	35	29	12	6				
	7-12	35	2	0	0	99	0	0	0	0	50	50	0	0	0	99	0	0	0	0	0	0				
	13+	23	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0	0	0	0	0				
SCISSORS AND SLEEVE ASSEMBLY REPAIR	0-6	38	1	0	99	0	0	0	0	0	0	99	0	0	0	X	41	23	31	27	15	4				
	7-12	24	4	75	0	25	0	0	0	0	25	25	50	0	25	25	50	0	0	0	0	0				
	13+	15	2	50	50	0	0	0	--	--	--	--	--	0	0	99	0	0	0	0	0	0				
SCISSORS AND SLEEVE ASSEMBLY SERVICE	0-6	38	1	0	0	99	0	0	0	0	0	99	0	0	0	X	15	3	14	28	36	19				
	7-12	41	5	60	20	20	0	0	0	0	40	20	40	0	20	40	40	0	0	0	0	0				
	13+	46	4	0	75	25	0	0	--	--	--	--	--	0	0	50	50	0								
SWASHPLATE & SUPPORT ASSEMBLY PURGE	0-6	38	1	99	0	0	0	0	0	0	0	99	0	0	0	X	28	6	19	23	42	10				
	7-12	35	4	50	25	25	0	0	0	25	50	25	0	25	0	75	0	0	0	0	0	0				
	13+	54	7	43	57	0	0	0	--	--	--	--	--	0	0	57	43	0								
SWASHPLATE & SUPPORT ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	38	2	50	50	0	0	0	0	0	0	50	0	0	0	X	14	6	6	17	50	22				
	7-12	29	3	67	0	33	0	0	0	33	33	33	0	33	0	67	0	0	0	0	0	0				
	13+	31	2	50	50	0	0	0	--	--	--	--	--	0	0	99	0									
COLLECTIVE LEVERS DISASSEMBLY	0-6	38	2	50	50	0	0	0	0	0	0	99	0	0	0	X	30	10	17	37	30	7				
	7-12	41	6	67	17	17	0	0	17	0	33	17	33	0	0	50	50	0	0	0	0	0				
	13+	46	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0								
COLLECTIVE LEVERS ASSEMBLY	0-6	38	2	50	50	0	0	0	0	0	0	99	0	0	0	X	30	13	20	33	27	7				
	7-12	47	7	67	17	17	0	0	14	14	29	14	29	0	0	57	43	0	0	0	0	0				
	13+	54	3	99	0	0	0	0	--	--	--	--	--	0	0	67	33	0								

	U-6 7-12	65 92	2 10	50 56	22 22	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	X	14	0	14	30	35	22
COLLECTIVE LEVERS REMOVE	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
TAIL ROTOR ASSEMBLY ASSEMBLE HUB ASSEMBLY	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
TAIL ROTOR ASSEMBLY REPAIR HUB ASSEMBLY	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
TAIL ROTOR ASSEMBLY INSTALL BLADES	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
COPILLOT ATTITUDE INDICATOR INSTALL	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
AIR SPEED INDICATOR INSTALL	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
GAS PRODUCER (N1) TACHOMETER REMOVE	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
TORQUE METER INDICATOR REMOVE	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
FUEL QUANTITY INDICATOR REMOVE	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
FIRE DETECTOR SYSTEM INSTALL	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLIES INSTALL	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES ADJUST	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
MASTER CAUTION PANEL TEST	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
INTERIOR LIGHTS INSTALL	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
ANTI-COLLISION LIGHT INSTALL	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
TAIL ROTOR PITCH CONTROL MECHANISM	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7
PITCH TO TAIL ROTOR CONTROLS	7-12 13+	38 38	3 5	67 60	0 33	0 20	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	0 33	X	66	20	33	27	13	7

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS															
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of G/NZOs Performing Task	# Times Performed Past Month (%)					First Performance After Award of G/NZ Duty MOS (%)					Your Proficiency in Performing Task (%)					% Sparing New G/NZOs Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New G/NZ (%)						
				1-0 2-12 3-36 4-710 5-11+					1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5- After 12 months					1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent												
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5			0	1	2	3	4	5
ENGINE INDUCTION BAFFLE REMOVE	0-6	33	3	33	0	33	33	0	33	67	0	0	0	0	0	67	0	33	X	20	0	6	20	40	34	
	7-12	31	5	0	50	0	0	50	40	60	0	0	0	0	20	20	40	20		X	25	3	21	18	42	15
	13+	33	99	0	0	0	0	0	0	0	0	0	0	0	0	50	50	0			X	64	31	25	25	13
TRANSMISSION EXTERNAL OIL FILTER ASSEMBLY	0-6	33	6	33	33	0	0	0	50	17	17	17	0	0	33	50	17	13	X			24	17	20	40	20
	7-12	33	8	38	63	0	0	0	29	71	0	0	13	13	50	13	13	X		14		13	5	29	37	16
	13+	53	6	33	50	17	0	0	0	0	0	0	0	0	0	50	33			17	X	13	13	35	25	25
MAIN ROTOR ASSEMBLY ASSEMBLY 44" & 48" HUB ASSEMBLY	0-6	33	2	50	0	50	0	0	0	50	0	50	0	0	0	50	50		0	X		31	25	25	13	6
	7-12	38	5	60	40	0	0	0	0	75	25	0	0	0	20	40	20	20	X			24	17	20	40	20
	13+	50	2	50	50	0	0	0	0	0	0	0	0	0	0	50	50	0			X	16	3	5	24	50
CYCLIC CONTROL STICK DISASSEMBLY	0-6	30	2	0	99	0	0	0	0	50	50	0	0	0	0	99	0	0		X		13	13	35	25	25
	7-12	19	3	33	67	0	0	0	0	33	33	0	33	0	33	33	0	33	X			27	6	9	18	52
	13+	17	1	0	99	0	0	0	0	0	0	0	0	0	0	99	0	0			X	11	5	10	18	51
1/2 CONTROL PEDAL & ADJUSTER ASSEMBLY INSTALL	0-6	30	3	67	33	0	0	0	0	99	0	0	0	0	0	0	67	33		X		33	13	35	25	25
	7-12	69	7	50	33	17	0	0	0	60	40	0	0	17	50	17	17	0	X			27	6	9	18	52
	13+	67	3	0	67	33	0	0	0	0	0	0	0	0	0	33	67	0			X	16	3	5	24	50
TAIL ROTOR CONTROL QUADRANT PIG TO TAIL ROTOR CONTROLS	0-6	30	1	0	0	99	0	0	0	0	99	0	0	0	0	0	0	99		X		13	13	35	25	25
	7-12	69	9	67	33	0	0	0	0	22	56	11	11	0	44	33	22	0	X			27	6	9	18	52
	13+	67	3	33	67	0	0	0	0	0	0	0	0	0	0	0	67	33			X	11	5	10	18	51
TAIL ROTOR CONTROL CABLES DISASSEMBLY	0-6	30	2	0	50	50	0	0	0	50	50	0	0	0	0	50	0	50		X		33	13	35	25	25
	7-12	81	10	40	50	10	0	0	30	30	30	0	10	0	22	22	33	22	X			27	6	9	18	52
	13+	67	3	99	0	0	0	0	0	0	0	0	0	0	0	0	33	67			0	X	11	5	10	18
FORCE GRADIENT ASSEMBLIES INSTALL	0-6	30	1	0	99	0	0	0	0	0	0	0	99	0	0	0	99	0		X	33		13	35	25	25
	7-12	25	4	99	0	0	0	0	0	25	75	0	0	0	25	25	50	0	X		27		6	9	18	52
	13+	33	1	99	0	0	0	0	0	0	0	0	0	0	0	99	0	0			X	11	5	10	18	51
BELL CRANKS PURGE	0-6	30	3	67	33	0	0	0	0	33	67	0	0	0	0	67	33	0		X		33	13	35	25	25
	7-12	63	8	38	38	0	13	13	25	38	25	0	13	0	13	50	13	25	X			27	6	9	18	52
	13+	67	4	99	0	0	0	0	0	0	0	0	0	0	0	50	50	0			X	11	5	10	18	51
PILOT OR COPILOT SEAT ADJUST	0-6	30	3	33	67	0	0	0	0	50	50	0	0	0	0	99	0	0		X		33	13	35	25	25
	7-12	63	8	25	13	0	0	0	13	50	38	0	0	0	13	38	25	25	X			27	6	9	18	52
	13+	50	3	0	33	33	0	33	0	0	0	0	0	0	0	33	67	0			X	11	5	10	18	51
PILOT OR COPILOT DOOR REPAIR	0-6	30	3	0	99	0	0	0	0	33	33	33	0	0	0	0	99	0		X		33	13	35	25	25
	7-12	31	4	50	0	50	0	0	25	50	0	0	25	0	25	50	25	0	X			27	6	9	18	52
	13+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			X	11	5	10	18	51
CARGO SUSPENSION SYSTEM (CARGO HOOK) REMOVE	0-6	30	2	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0		X		33	13	35	25	25
	7-12	38	6	83	17	0	0	0	33	33	17	0	0	0	33	33	50	17	X			27	6	9	18	52
	13+	33	2	0	99	0	0	0	0	0	0	0	0	0	0	0	0	0			X	11	5	10	18	51

[illegible]

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS										
	Months of UH-1 Main-tenance Experi-ence	Percent Perfor-ming or Assist-ing	Number of S/Ns Perfor-ming Task	# Times Performed Past Month (%)					First Performance After Award of S/N Duty MOS (%)					Your Proficiency in Performing Task (%)		% S/Ns Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New S/Ns (%)				
				1-0	1-1	2-1	3-1	4-1	5-1	1-1st month	2-2nd or 3rd month	3-4th to 6th month	4-7th to 12th month	5-After 12 months	1-Poor			2-Fair	3-Good	4-Very Good	5-Excellent
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	0	1	2	3	4	5
HYDRAULIC SYSTEM CONNECTING HARDWARE INSTALL	0-6	30	3	33	67	0	0	0	33	33	0	33	0	33	0	0	0	67	33	0	
	7-12	56	9	22	56	22	0	0	0	44	33	0	22				11	44	33	11	
	13+	17	1	0	0	0	99	0									0	0	0	99	
TRANSMISSION PYLON ISOLATION MOUNT REMOVE	0-6	30	3	33	33	33	0	0	0	33	0	33	33	0	33	0	0	67	0	33	
	7-12	81	12	58	33	8	0	0	0	33	50	17	0	0	17	42	42	0	0	0	
	13+	50	3	67	33	0	0	0							0	0	33	67	0		
TRANSMISSION OIL COOLER CLEAN BY PRESSURE FLUSHING	0-6	30	3	67	33	0	0	0	0	67	0	33	0	0	0	33	0	67	0	30	
	7-12	38	5	60	40	0	0	0	0	50	25	25	0	0	40	40	20	0	0	0	
	13+	0	0	0	0	0									0	0	0	0	0	0	
TRANSMISSION LIFT LINK INSTALL	0-6	30	2	50	50	0	0	0	0	50	0	50	0	0	0	99	0	0	0	0	
	7-12	81	13	54	38	8	0	0	15	38	31	8	8	0	15	38	31	15	0	25	
	13+	60	3	33	67	0	0	0							0	33	0	67	0		
INPUT DRIVE QUILL ASSEMBLY REMOVE	0-6	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7-12	69	10	60	30	10	0	0	0	11	33	44	11	0	20	50	20	10	0	0	
	13+	83	5	80	20	0	0	0							0	20	60	20			
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) PACKAGE	0-6	30	1	0	99	0	0	0	0	0	99	0	0	0	0	0	0	0	99	0	
	7-12	33	5	60	40	0	0	0	60	0	0	20	20	0	20	40	20	20	0	0	
	13+	67	4	50	50	0	0	0							0	25	75	0			
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES DISASSEMBLE	0-6	30	3	33	67	0	0	0	0	33	67	0	0	0	0	33	67	0	0	0	
	7-12	50	7	57	43	0	0	0	14	29	43	14	0	0	0	43	29	29	0	0	
	13+	17	1	99	0	0	0	0							0	0	99	0			
STABILIZER BAR DISASSEMBLE	0-6	30	2	50	50	0	0	0	0	50	0	50	0	0	0	50	50	0	0	0	
	7-12	50	8	50	50	0	0	0	14	29	29	14	14	0	13	75	0	13	0	0	
	13+	33	1	99	0	0	0	0							0	99	0	0			
STABILIZER BAR ASSEMBLE	0-6	30	2	50	50	0	0	0	0	50	0	50	0	0	0	50	50	0	0	0	
	7-12	50	8	50	50	0	0	0	14	14	43	14	14	0	13	75	0	13	0	0	
	13+	33	1	99	0	0	0	0							0	99	0	0			
SCISSORS AND SLEEVE ASSEMBLY DISASSEMBLE	0-6	30	2	0	99	0	0	0	0	50	50	0	0	0	0	50	50	0	0	0	
	7-12	50	7	17	83	0	0	0	0	17	50	17	17	0	17	67	0	17	0	0	
	13+	67	4	99	0	0	0	0							0	25	75	0			
SCISSORS AND SLEEVE ASSEMBLY ASSEMBLE	0-6	30	2	0	99	0	0	0	0	50	50	0	0	0	0	50	50	0	0	0	
	7-12	50	7	17	83	0	0	0	0	67	17	17	17	0	17	67	0	17	0	0	
	13+	50	3	67	33	0	0	0							0	33	67	0			
TAIL ROTOR ASSEMBLY MAKE OPERATIONAL CHECK	0-6	30	1	0	0	99	0	0	0	0	99	0	0	0	0	0	99	0	0	0	
	7-12	73	8	43	43	14	0	0	14	43	14	14	14	0	14	43	14	29	0	0	
	13+	67	4	25	50	0	0	25							0	25	25	0	50	0	
TAIL ROTOR ASSEMBLY RIG TO TAIL ROTOR CONTROLS	0-6	30	1	0	0	99	0	0	0	0	99	0	0	0	0	0	99	0	0	0	
	7-12	81	9	38	63	0	0	0	0	50	39	0	13	0	13	63	13	13	0	0	
	13+	50	3	67	33	0	0	0							0	0	33	67	0	0	

[illegible]

Task	MECHANICS AND CREWCHIEFS															SUPERVISORS									
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of G/N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of G/N20 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Saying New G/N20 Must Be Able To Perform At Once With Little Direction X > 20% O < 20%	Amount of Direction Required by New G/N20 (%)	0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction				
				1-0 1-0 2-1/2 3-3/4 4-7/10 5-11+					1- 1st month 2- 2nd or 3rd month 3- 4th to 6th month 4- 7th to 12th month 5- After 12 months					1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent											
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5							
PILOT OR COPILOT OOR DISASSEMBLE	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	X	24	0	6	15	56	24	
	7-12	29	4	75	25	0	0	0	0	25	25	0	50	0	0	25	75	0							
	13+	38	4	67	33	0	0	0	0	--	--	--	--	--	0	25	25	25							
PILOT OR COPILOT OOR ASSEMBLE	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	X	22	0	9	17	51	23	
	7-12	35	4	75	25	0	0	0	0	0	25	25	0	50	0	0	25	75	0						
	13+	38	4	67	33	0	0	0	0	--	--	--	--	--	0	0	50	25							
CARGO OOR REPAIR	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	33	3	10	19	48	19
	7-12	16	1	0	99	0	0	0	0	0	99	0	0	0	0	0	99	0							
	13+	31	3	67	33	0	0	0	0	--	--	--	--	--	0	0	33	0							
CARGO OOR ADJUST	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	11	0	15	25	45	15
	7-12	47	5	80	20	0	0	0	0	0	20	40	0	40	0	0	40	20							
	13+	62	6	50	50	0	0	0	0	--	--	--	--	--	0	0	50	17							
CARGO OOR OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	9	0	6	16	50	25
	7-12	35	5	50	50	0	0	0	0	0	25	50	25	0	0	0	50	25							
	13+	54	6	67	33	0	0	0	0	--	--	--	--	--	0	0	33	17							
WINDSHIELDS & CHIN BUBBLES OBTAIN SERVICEABLE REPLACEMENT	0-6	25	2	50	0	50	0	0	0	50	0	0	50	0	0	0	0	99	X	18	3	6	17	47	28
	7-12	29	4	25	50	25	0	0	0	50	25	25	0	0	25	0	25	25							
	13+	36	4	50	25	25	0	0	0	--	--	--	--	--	0	0	25	50							
WINDOWS OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	18	3	6	8	58	25
	7-12	29	4	75	25	0	0	0	0	25	50	25	0	0	25	0	25	25							
	13+	46	4	50	50	0	0	0	0	--	--	--	--	--	0	0	25	25							
WHIP ANTENNA INSTALL	0-6	25	2	50	0	50	0	0	0	0	0	50	50	0	0	0	50	50	X	37	7	3	14	52	24
	7-12	35	6	67	17	17	0	0	0	33	17	0	17	33	0	0	17	67							
	13+	46	5	80	20	0	0	0	0	--	--	--	--	--	0	0	20	60							
LITTER SUPPORTS REMOVE	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	45	0	4	8	46	42
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	0	99	0	0	0	0	--	--	--	--	--	0	0	0	99							
CARGO SUSPENSION SYSTEM (CARGO HOOK) INSTALL	0-6	25	2	99	0	0	0	0	0	0	50	0	50	0	0	0	0	99	X	31	3	6	23	45	23
	7-12	35	5	99	0	0	0	0	0	40	0	40	0	20	0	20	40	20							
	13+	38	4	0	99	0	0	0	0	--	--	--	--	--	0	0	25	50							
TRANSMISSION COWLING REPAIR	0-6	25	1	0	99	0	0	0	0	99	0	0	0	0	0	0	99	0	X	39	4	4	21	50	21
	7-12	33	5	60	20	20	0	0	0	0	40	40	0	20	0	60	20	0							
	13+	33	2	99	0	0	0	0	0	--	--	--	--	--	0	0	0	99							
TRANSMISSION COWLING OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	7	2	2	22	44	29
	7-12	53	6	50	50	0	0	0	0	17	33	17	17	17	0	33	50	0							
	13+	17	1	0	99	0	0	0	0	--	--	--	--	--	0	0	0	99							
SYNCHRONIZED ELEVATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	X	11	3	6	21	44	26
	7-12	35	6	67	17	17	0	0	0	0	33	17	33	17	0	17	50	33							
	13+	62	6	50	50	0	0	0	0	--	--	--	--	--	0	0	50	17							



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Task	MECHANICS AND CREWMEN										SUPERVISORS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67H20s Performing Task	# Times Performed Past Month (3)					First Performance After Award of 67H20 Duty MOS (5)					Your Proficiency in Performing Task (5)					% Satisfactory New 67H20s Must Be Able To Perform At Once With Little Direction X > 20% O < 20%	Amount of Direction Required by New 67H20 (%)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
				1-0 2-1-2 3-3-6 4-7-10 5-11+					1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months					1-Poor 2-Fair 3-Good 4-Very Good 5-Excellent																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN) OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	25 18 46	2 1 5	99 99 60	0 0 20	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0

	0-6 7-12 13+	25 12 38	2 99 0	0 0 0	0 0 0	0 50 --	0 50 --	0 50 --	0 0 0	X	36	4 14 21	50 11
HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C MODEL) REMOVE	0-6 7-12 13+	25 12 38	2 99 0	0 0 0	0 0 0	0 50 --	0 50 --	0 0 0	0 0 0	X	12	3 11 26	42 18
TRANSMISSION PYLON ISOLATION MOUNT OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	25 47 62	1 4 25	0 25 75	0 0 0	0 0 --	0 75 --	0 25 --	0 0 0	X	12	3 11 26	42 18
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	25 6 46	2 1 2	0 99 0	0 0 0	0 0 --	0 99 --	0 0 --	0 0 0	X	37	0 11 19	44 26
TRANSMISSION OIL PUMP SCREEN REMOVE	0-6 7-12 13+	25 18 38	2 1 2	50 0 50	0 0 0	0 0 --	0 99 --	0 0 --	0 0 0	X	34	0 17 7	45 31
TRANSMISSION OIL PRESSURE RELIEF VALVE ADJUST	0-6 7-12 13+	25 12 23	1 0 0	99 0 0	0 0 0	0 0 --	0 99 --	0 0 --	0 0 0	X	32	10 20 33	33 3
TRANSMISSION OIL COOLER INSTALL	0-6 7-12 13+	25 59 85	1 6 8	99 17 63	0 17 0	0 0 --	0 50 --	0 17 --	0 33 13	X	16	5 14 22	38 22
TRANSMISSION ASSEMBLY TROUBLESHOOT	0-6 7-12 13+	25 20 50	1 2 2	0 99 0	0 0 0	0 50 --	0 50 --	0 0 --	0 0 0	X	23	12 26 18	41 3
TAIL ROTOR DRIVE SHAFT INSPECT WITH OVE PENETRANT OR ZYGLOX	0-6 7-12 13+	25 41 38	1 4 3	99 67 33	0 33 0	0 0 --	0 33 --	0 33 --	0 0 0	X	28	9 24 24	36 6
MAIN ROTOR WAST ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	25 53 77	1 6 7	99 33 43	0 33 0	0 0 --	0 33 --	0 17 --	0 0 0	X	16	3 6 17	53 22
INPUT DRIVE QUILL ASSEMBLY INSTALL	0-6 7-12 13+	25 53 46	2 6 4	99 67 75	0 17 25	0 0 0	0 50 --	0 17 --	0 0 0	X	24	15 24 18	35 9
MAIN GENERATOR DRIVE QUILL ASSEMBLY REMOVE	0-6 7-12 13+	25 18 31	1 2 3	99 50 33	0 0 67	0 0 0	0 0 --	0 0 --	0 0 0	X	25	3 15 27	36 18
MAIN ROTOR ASSEMBLY SERVICE 44° & 48° ROTOR ASSEMBLY	0-6 7-12 13+	25 35 54	1 3 4	99 67 25	0 33 0	0 0 --	0 33 --	0 0 --	0 0 0	X	9	5 8 44	33 10
MAIN ROTOR ASSEMBLY DISASSEMBLE 44° & 48° HUB ASSEMBLY	0-6 7-12 13+	25 35 23	1 3 2	99 67 50	0 33 0	0 0 --	0 33 --	0 0 --	0 0 0	X	64	19 25 38	13 6
MAIN ROTOR ASSEMBLY ADJUST 48° ROTOR COLLECTIVE FORCE WORM-SCREEN	0-6 7-12 13+	25 29 33	2 2 2	50 50 50	0 50 0	0 0 --	0 50 --	0 0 --	0 0 0	X	44	17 29 29	21 4
STABILIZER BAR SERVICE	0-6 7-12 13+	25 47 62	1 6 7	0 50 29	99 6 71	0 0 0	0 17 --	0 33 --	0 0 0	X	7	0 13 21	49 18
SCISSORS AND SLEEVE ASSEMBLY RIG TO FLIGHT CONTROLS	0-6 7-12 13+	25 65 54	0 7 3	0 29 57	0 29 33	0 14 0	0 29 --	0 29 --	0 0 0	X	11	13 28 21	31 3

Task	MECHANICS AND CREWMEN										SUPERVISORS									
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 6/M20s Performing Task	# Times Performed Past Month (2)					Award of 6/M20 Duty M0S (%)					Your Proficiency in Performing Task (%)					% Saying New 6/M20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 6/M20 (%)
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		
SCISSORS AND SLFVE ASSEMBLY ADJUST FRICTION COLLET ASSEMBLY (540)	0-6	25	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0	16	22
	7-12	35	5	20	40	40	0	0	0	0	20	40	40	0	0	80	20	0	22	25
	13+	23	2	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0	25	6
SMASHPLATE & SUPPORT ASSEMBLY SERVICE	0-6	25	1	0	0	99	0	0	0	0	0	0	99	0	0	0	0	99	3	11
	7-12	35	5	40	40	20	0	0	0	20	20	40	20	0	0	60	20	0	29	42
	13+	69	7	57	29	14	0	0	--	--	--	--	--	0	0	57	43	0	16	16
TAIL ROTOR ASSEMBLY PURGE	0-6	25	2	50	50	0	0	0	50	50	0	0	0	0	0	50	50	0	0	14
	7-12	41	5	60	0	40	0	0	40	0	20	40	20	0	0	40	20	20	26	37
	13+	46	5	40	40	20	0	0	--	--	--	--	--	0	0	67	33	0	23	23
INSTRUMENT PANEL REPAIR	0-6	25	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	64	13
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	31
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0	64	31
PILOT ATTITUDE INDICATOR REMOVE	0-6	25	1	99	0	0	0	0	0	0	0	0	99	0	0	0	0	99	0	7
	7-12	29	4	75	25	0	0	0	0	0	50	25	25	0	0	25	25	50	17	59
	13+	38	3	33	33	33	0	0	--	--	--	--	--	0	0	33	33	33	33	17
AIRSPEED INDICATOR REPLACE OECALS	0-6	25	1	99	0	0	0	0	0	0	0	0	99	0	0	0	0	99	0	15
	7-12	6	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	15	15
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0	42	27
ALTITUDE REMOVE	0-6	25	2	99	0	0	0	0	50	0	0	0	50	0	0	50	50	0	30	7
	7-12	12	2	50	50	0	0	0	0	0	0	0	99	0	0	0	99	0	17	57
	13+	31	2	99	0	0	0	0	--	--	--	--	--	0	0	50	0	50	20	20
STANDBY COMPASS INSTALL	0-6	25	2	99	0	0	0	0	50	0	0	0	50	0	0	50	0	0	39	4
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	56
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0	15	15
GAS PRODUCER (N1) TACHOMETER OBTAIN SERVICEABLE REPLACEMENT	0-6	25	2	99	0	0	0	0	0	0	0	0	50	0	0	50	50	0	33	4
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	54
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0	33	18
TORQUE METER INDICATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	25	2	99	0	0	0	0	0	0	0	0	50	0	0	50	50	0	29	3
	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	50
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0	23	23
DC VOLTMETER REMOVE	0-6	25	2	99	0	0	0	0	50	0	0	0	50	0	0	50	0	0	37	0
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	50	15	48
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0	26	26
AC VOLTMETER REMOVE	0-6	25	1	99	0	0	0	0	0	0	0	0	0	0	0	99	0	0	37	0
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	48
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0	26	26
TRANSMISSION & ENGINE OIL PRESSURE INDICATORS REMOVE	0-6	25	2	99	0	0	0	0	0	0	0	0	50	0	0	50	0	50	35	0
	7-12	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	50
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0	25	25

[illegible]

Task	MECHANICS AND CREWCHIEFS															SUPERVISORS										
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of GN20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of GN20 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Satisfying New GN20 Must Be Able To Perform At Once With Little Direction X > 20% O < 20%	Amount of Direction Required by New GN20 (%)						
				1-0 2-1-2 3-3-6 4-7-10 5-11+					1- 1st month 2- 2nd or 3rd month 3- 4th to 6th month 4- 7th to 12th month 5- After 12 months					1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent						0- Not observed or task not performed 1- Constant direction 2- Much direction 3- Some direction 4- Little direction 5- No direction						
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5	
VOLTAGE REGULATOR TROUBLESHOOT	0-6	25	2	50	50	0	0	0	0	0	50	0	0	0	0	50	50	0	X	48	22	30	30	9	9	
	7-12 13+	6 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0								
INTERIOR LIGHTS REPAIR	0-6	25	2	99	0	0	0	0	0	0	50	0	0	0	0	0	0	50	X	53	5	24	24	33	14	
	7-12 13+	6 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0								
INTERIOR LIGHTS TROUBLESHOOT	0-6	25	1	99	0	0	0	0	0	0	99	0	0	0	0	0	0	0	X	45	4	33	25	29	8	
	7-12 13+	12 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0								
NAVIGATION LIGHTS OBTAIN SERVICEABLE REPLACEMENT	0-6	25	2	99	0	0	0	0	0	0	50	0	0	0	0	0	50	50	X	36	4	11	15	41	30	
	7-12 13+	6 31	1 3	0 67	99 33	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0								
NAVIGATION LIGHT FLASHER REMOVE	0-6	25	2	99	0	0	0	0	0	0	50	0	0	0	0	0	0	99	X	37	0	11	11	56	22	
	7-12 13+	12 15	1 2	99 99	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0								
ANTI-COLLISION LIGHT ASSEMBLE	0-6	25	2	99	0	0	0	0	0	0	50	0	0	0	0	0	0	50	X	47	13	9	26	43	9	
	7-12 13+	12 15	2 1	99 99	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0								
ANTI-COLLISION LIGHT TROUBLESHOOT	0-6	25	2	99	0	0	0	0	0	0	50	0	0	0	0	0	0	50	X	45	17	21	25	29	8	
	7-12 13+	6 15	1 1	99 99	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0								
LANDING LIGHT ASSEMBLY INSTALL	0-6	25	1	99	0	0	0	0	0	0	0	0	0	0	0	99	0	0	X	30	0	13	26	42	19	
	7-12 13+	18 15	2 0	99 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0								
SEARCH LIGHT ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	99	0	0	0	0	0	0	0	0	0	0	0	99	0	0	X	36	4	11	15	44	26	
	7-12 13+	12 8	1 0	99 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0								
SEARCH LIGHT ASSEMBLY REMOVE	0-6	25	1	99	0	0	0	0	0	0	0	0	0	0	0	99	0	0	X	35	0	11	21	50	18	
	7-12 13+	12 8	2 0	99 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0								
FIRE WARNING LIGHT INSTALL	0-6	25	2	99	0	0	0	0	0	0	50	0	0	0	0	0	0	99	X	43	4	16	20	36	24	
	7-12 13+	6 8	1 0	99 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0								
TRANSMISSION OIL PRESSURE TRANSMITTER TROUBLESHOOT	0-6	25	1	99	0	0	0	0	0	0	0	0	0	0	0	99	0	0	X	48	13	22	30	30	4	
	7-12 13+	0 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0								
CYCLIC CONTROL TUBES OBTAIN SERVICEABLE REPLACEMENT	0-6	22	1	99	0	0	0	0	0	0	99	0	0	0	0	0	0	99	X	5	5	7	36	33	19	
	7-12 13+	69 83	8 4	50 75	33 0	17 25	0 0	0 0	0 0	0 0	50 33	17 0	0 0	0 0	0 0	0 0	0 0	0 0								

[illegible]

Task	MECHANICS AND CREWMEN															SUPERVISORS										
	Months of UH-1 Maintenance Excess	Percent Performance or Asst-Eng	Number of 67/20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67/20 Duty MOS (%)					Your Proficiency In Performing Task (%)					% Satisfactory New 67/20s Must Be Able To Perform At Once With Little Direction X>20% O<20%	Amount of Direction Received by New 67/20 (%)	0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5								
PILOT OR COPILOT DOOR ADJUST	0-6	20	2	50	50	0	0	0	0	50	50	0	0	0	50	0	0	50	X	16	3	5	29	45	18	
	7-12	44	5	99	0	0	0	0	40	40	20	0	0	0	0	40	40	20								
	13+	50	3	99	0	0	0	0	--	--	--	--	--	0	0	0	67	33								
	0-6	20	2	50	50	0	0	0	0	99	0	0	0	0	0	50	50	0	X	9	0	5	15	59	22	
	7-12	44	6	67	33	0	0	0	50	50	0	0	0	0	0	67	17	17								
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0								
	0-6	20	2	50	0	50	0	0	50	50	0	0	0	0	0	99	0	0	X	38	4	4	11	50	32	
	7-12	56	8	63	25	13	0	0	13	50	25	13	0	0	13	50	25	13								
	13+	67	4	50	50	0	0	0	--	--	--	--	--	0	0	50	25	25								
	0-6	20	2	50	50	0	0	0	99	0	0	0	0	0	0	50	50	0	X	23	0	6	6	47	41	
CARGO TIEDOWNS (RINGS) REMOVE	7-12	25	3	67	0	33	0	0	33	0	33	0	33	0	33	33	0	33								
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0								
	0-6	20	1	99	0	0	0	0	0	99	0	0	0	0	99	0	0	0	X	36	0	7	24	41	28	
	7-12	13	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0								
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0								
	0-6	20	1	0	99	0	0	0	99	0	0	0	0	0	0	0	99	0	0	56	10	5	45	35	5	
	7-12	27	2	50	50	0	0	0	99	0	0	0	0	0	50	50	0	0								
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0								
	0-6	20	2	50	50	0	0	0	0	99	0	0	0	0	0	99	0	0	X	11	3	5	20	40	33	
	7-12	20	2	0	99	0	0	0	0	99	0	0	0	0	99	0	0	0								
13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	50	0	50									
TAIL SKID (STINGER) OBTAIN SERVICEABLE REPLACEMENT	0-6	20	2	99	0	0	0	0	0	50	50	0	0	0	0	99	0	0	X	18	3	8	17	47	25	
	7-12	20	3	99	0	0	0	0	0	33	33	33	0	0	0	67	33	0								
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0								
	0-6	20	2	50	50	0	0	0	0	99	0	0	0	0	0	99	0	0	X	15	3	5	13	54	26	
	7-12	44	6	83	17	0	0	0	0	17	33	33	17	0	0	50	17	33								
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0								
	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	14	3	11	16	46	24	
	7-12	63	7	71	14	14	0	0	14	14	29	29	14	0	29	14	29	29								
	13+	67	3	67	33	0	0	0	--	--	--	--	--	0	0	0	67	33								
	0-6	20	1	0	0	99	0	0	0	0	0	0	99	0	0	0	0	99	X	42	0	12	12	44	32	
ENGINE INTAKE BELLMOUTH REMOVE	7-12	19	2	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0								
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0								
	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	35	0	7	21	54	18	
	7-12	31	5	80	20	0	0	0	0	40	40	20	0	0	20	60	20	0								
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0								
	0-6	20	2	50	50	0	0	0	0	50	50	0	0	0	0	99	0	0	X	32	3	7	17	40	33	
	7-12	38	5	40	40	20	0	0	0	40	20	40	0	0	20	20	40	20								
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	0	33	67								



[illegible]

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS															
	Months of Unit-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					First Performance Award of 67N20 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% O < 20%	Amount of Direction Required by New 67N20 (%)						
				1-0	2-12	3-36	4-710	5-11+	1-1st month	2-2nd or 3rd month	3-4th to 6th month	4-7th to 12th month	5-After 12 months	1-Poor	2-Fair	3-Good	4-Very Good	5-Excellent								
ENGINE (AS AN OPERATIONAL SYSTEM) ALIGN TO TRANSMISSION	0-6 7-12 13+	20 69 33	1 7 2	99 57 50	0 43 50	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 29 0	0 29 0	0 50 0	0 50 0	X	20	16	27	38	16	3
HYDRAULIC SYSTEM FILTERS (8CD MODELS) DISASSEMBLE	0-6 7-12 13+	20 13 17	2 2 1	50 99 99	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	27	3	16	6	56	19
HYDRAULIC SYSTEM FILTERS (8CD MODELS) REMOVE	0-6 7-12 13+	20 50 67	2 7 3	50 71 67	0 14 33	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	23	0	9	9	53	29
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	20 50 33	2 7 2	50 17 50	0 67 50	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	16	3	8	17	53	19
TAIL ROTOR CONTROL HYDRAULIC CYLINDER RIG TO FLIGHT CONTROLS	0-6 7-12 13+	20 56 33	2 7 2	50 86 50	0 14 50	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	14	8	21	39	26	5
TAIL ROTOR CONTROL HYDRAULIC CYLINDER REMOVE	0-6 7-12 13+	20 69 83	2 11 4	50 82 50	0 18 50	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	14	0	11	21	53	16
HYDRAULIC SYSTEM CONNECTING HARDWARE OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	20 25 17	2 4 1	50 25 0	0 50 99	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	19	3	9	17	51	20
TRANSMISSION SUMP PLUG OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	20 6 0	2 1 0	50 99 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	16	3	8	17	47	25
TRANSMISSION SUMP PLUG INSTALL	0-6 7-12 13+	20 50 50	2 8 3	50 50 99	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	13	3	5	15	49	28
TRANSMISSION OIL JETS REMOVE	0-6 7-12 13+	20 19 33	2 1 2	50 99 99	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	27	0	9	19	50	22
TRANSMISSION OIL COOLER REMOVE	0-6 7-12 13+	20 31 50	2 11 3	50 55 99	0 27 0	0 9 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	16	0	11	24	41	24
TRANSMISSION ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	20 60 33	2 7 2	50 29 50	0 71 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	12	3	8	21	45	24
TAIL ROTOR DRIVE SHAFT OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	20 63 40	2 10 7	99 56 50	0 44 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	7	3	8	23	43	25

[illegible]

Task	MECHANICS AND CREWMEN										SUPERVISORS												
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Spring New 67N20s Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)			
				1-0 2-12 3-36 4-720 5-11+					1- 1st month 2- 2nd or 3rd month 3- 4th to 6th month 4- 7th to 12th month 5- After 12 months					1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent									
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5					
MASTER CAUTION PANEL INSTALL	0-6 7-12 13+	20 27 33	2 2 2	99 99 50	0 0 0	0 0 0	0 0 50	0 0 0	0 50 50	0 0 0	0 0 50	0 0 0	0 0 99	0 0 0	0 0 50	X	42	0	12	12	56	20	
	0-6 7-12 13+	20 19 33	2 3 2	99 99 99	0 0 0	0 0 0	0 0 0	0 0 0	0 67 0	0 0 33	0 0 33	0 0 50	0 33 33	0 0 0	0 0 50	X	34	0	10	14	52	24	
	0-6 7-12 13+	20 6 0	2 1 0	99 99 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 99 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	31	3	10	17	45	24	
	0-6 7-12 13+	20 19 0	1 3 0	99 99 0	0 0 0	0 0 0	0 0 0	0 0 0	0 67 33	0 0 0	0 33 33	0 0 0	0 33 33	0 0 0	0 0 0	X	30	0	13	23	43	20	
	0-6 7-12 13+	18 24 16	3 5 1	33 80 0	33 20 0	0 0 0	0 20 60	0 33 0	0 67 20	0 0 0	0 20 40	0 0 0	0 20 60	0 20 20	0 0 99	0 0 0	X	24	3	10	13	45	29
TAIL ROTOR CONTROL CABLES *TROUBLESHOOT	0-6 7-12 13+	17 50 61	3 15 8	0 33 50	67 47 13	33 20 38	0 0 0	0 7 47	0 33 20	0 33 13	0 33 13	0 33 13	0 14 43	0 25 63	0 25 63	0 0 0	X	9	7	24	37	24	7
	0-6 7-12 13+	17 27 26	3 5 5	99 80 40	0 20 20	0 0 0	0 20 20	0 67 33	0 0 0	0 20 60	0 33 33	0 0 0	0 20 60	0 20 20	0 0 80	0 0 0	X	11	3	8	21	49	21
MAGNETIC BRAKE ASSEMBLY *OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	17 27 26	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	55	5	20	45	20	10
	0-6 7-12 13+	17 6 16	0 0 1	0 0 99	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	30	10	27	37	23	3
FUEL QUANTITY TANK UNIT *TROUBLESHOOT	0-6 7-12 13+	17 15 16	1 4 2	99 50 99	0 0 0	0 0 0	0 0 0	0 25 25	0 25 25	0 25 25	0 25 25	0 25 25	0 25 25	0 25 25	0 25 25	0 25 25	X	30	6	13	13	48	19
	0-6 7-12 13+	17 18 16	2 4 2	50 67 50	0 33 33	0 0 0	0 33 33	0 0 0	0 33 33	0 0 0	0 33 33	0 0 0	0 67 0	0 67 0	0 67 0	0 67 0	X	39	0	19	15	44	22
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY *DISASSEMBLE	0-6 7-12 13+	17 15 37	3 5 3	0 60 33	67 20 67	33 20 0	0 20 40	0 20 20	0 67 0	0 0 0	0 33 33	0 0 0	0 40 20	0 40 20	0 33 67	0 33 67	X	36	7	32	36	18	7
	0-6 7-12 13+	17 30 21	2 7 4	99 57 75	0 43 0	0 29 25	0 43 29	0 29 29	0 50 50	0 0 0	0 0 0	0 0 0	0 71 14	0 50 25	0 50 25	0 50 25	X	44	4	9	17	43	26
ENGINE INTAKE BELLMOUTH *OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	14 18 23	1 1 2	99 99 50	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	44	4	9	17	43	26

INTERMEDIATE GEAR BOX (42 DEG. GEAR BOX)  
DISASSEMBLE

[illegible]

Task	MECHANICS AND CREWMEN										SUPERVISORS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of GIN20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of GIN20 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Saying New GIN20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New GIN20 (s)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
				1-0 2-1-2 3-3-6 4-7-10 5-11+					1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months					1-Poor 2-Fair 3-Good 4-Very Good 5-Excellent																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
INERTIA REELS OBTAIN SERVICEABLE REPLACEMENT INSTALL	0-6 7-12 13+	13 12 23	1 2 2	99 50 50	0 0 0	0 50 0	0 0 0	0 50 0	0 0 0	0 99 0	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50 50	0 0 0	0 50

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Task	MECHANICS AND CREWMEN										SUPERVISORS											
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of GPMOs Performing Task	Times Performed Past Month (s)					First Performance After Award of GPMO Duty MOS (s)					Your Proficiency in Performing Task (s)					% Saying New GPMO Must Be Able To Perform At Once With Little Direction X > 20% O < 20%	Amount of Direction Required by New GPMO (%)		
				1 2 3 4 5					1 2 3 4 5					1 2 3 4 5								
				1-0 2-1-2 3-3-6 4-7-10 5-11+					1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months					1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent								
				1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5								
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR TROUBLESHOOT	0-6 7-12 13+	13 6 8	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	44	13	25	46	13	4
	0-6 7-12 13+	13 0 8	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0	67	7	7	57	29	0
N1 ACCESSORY DRIVE GEAR BOX REPAIR	0-6 7-12 13+	13 12 15	0 0 1	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0	58	11	6	11	56	17
N1 ACCESSORY DRIVE GEAR BOX REMOVE	0-6 7-12 13+	13 6 8	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0	55	5	11	21	47	16
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY REMOVE	0-6 7-12 13+	13 0 8	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	51	5	10	10	50	25
ENGINE ELECTRICAL HARNESS OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	13 0 8	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0	58	11	11	33	33	11
ENGINE ELECTRICAL HARNESS TEST	0-6 7-12 13+	13 0 15	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0	53	0	15	10	45	30
IGNITION LEAO & COIL ASSEMBLY REMOVE	0-6 7-12 13+	13 12 15	1 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	54	5	5	11	47	32
IGNITER PLUGS OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	13 0 38	0 0 2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	53	0	15	5	50	30
IGNITER PLUGS REMOVE	0-6 7-12 13+	13 12 38	0 1 1	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	19	3	6	20	43	29
MAIN FUEL STRAINER (WAFER TYPE) INSTALL	0-6 7-12 13+	13 35 85	0 4 8	0 25 50	0 25 38	0 25 13	0 25 0	0 25 0	0 25 0	0 25 0	0 25 0	0 25 0	0 25 0	0 25 0	0 25 0	X	50	9	18	23	36	14
MAIN FUEL FILTER ASSEMBLY (ELEC INO TYPE) REPAIR	0-6 7-12 13+	13 0 15	1 0 1	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	56	11	16	32	42	0
FUEL DIFFERENTIAL PRESSURE SWITCH TEST	0-6 7-12 13+	13 0 8	1 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	28	3	6	35	29	26
MAIN FUEL LINE CHECK VALVES INSTALL	0-6 7-12 13+	13 12 23	0 1 1	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X						



## MAIN FUEL LINE STRAINER (LAST CHANCE) TROUBLESHOOT

## STARTING FUEL SOLENOID VALVE INSTALL

**INTERSTAGE BLEED AIR ACTUATOR (L-11613)  
OBTAIN SERVICEABLE REPLACEMENT**

INTERSTAGE BLEED AIR CONTROL VALVE (LI1813)  
TEST

### INTERSTAGE BLEED AIR CONTROL VALVE (LI1&13) TROUBLESHOOT

**HOT END OF ENGINE  
ASSEMBLY**

MAIN FUEL MANIFOLD (L-5 THRU 11)  
PURGE

# MAIN FUEL MANIFOLD (L-13) TROUBLESHOOT

**FUEL DIVIDER & DUMP VALVE (L-13)  
REMOVE**

### MAIN FUEL NOZZLES (1-5 THRU 11) INSTALL

EXHAUST THERMOCOUPLE ASSEMBLY  
TEST WITH JET-CAL ANALYZER

## EXHAUST THERMOCOUPLE ASSEMBLY INSTALL

## ENGINE OIL PRESSURE RELIEF VALVE TROUBLESHOOT

# ENGINE OIL FILTER REPAIR

## ENGINE OIL TEMPERATURE BULB INSTALL

**ENGINE BEARING OIL STRAINERS  
REMOVE**

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Task	MECHANICS AND CREWCHIEFS															SUPERVISORS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	Months of Unit Maintenance Experience	Percent Performance or Assistant	Number of 61N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 61N20 Duty MOS (%)					Your Proficiency In Performing Task (%)					% Saying New 61N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 61N20 (%)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
				1-0 2-1-2 3-3-6 4-7-10 5-11+					1- 1st month 2- 2nd & 3rd month 3- 4th to 6th month 4- 7th to 12th month 5- After 12 months					1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
OIL COOLER TURBO-BLOWER INSTALL	0-6 7-12 13+	13 35 31	1 5 4	99 40 25	0 60 75	0 0 0	0 0 0	0 0 0	0 20 40	0 40 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0

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Task	MECHANICS AND CREWCHIEFS															SUPERVISORS									
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67H20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67H20 Duty MOS (%)					Your Proficiency In Performing Task (%)					% Saying New 67H20 Must Be Able To Perform At Once With Little Direction	% Sparing New 67H20	Amount of Direction Required by New 67H20 (%)				
				1 2 3 4 5					1 2 3 4 5					1 2 3 4 5							0 1 2 3 4 5				
				1 0	2 1-2	3 3-6	4 7-10	5 11+	1 1st month	2 2nd or 3rd month	3 4th to 6th month	4 7th to 12th month	5 After 12 months	1 Poor	2 Fair	3 Good	4 Very Good	5 Excellent			0 - Not observed or task not performed	1 - Constant direction	2 - Much direction	3 - Some direction	4 - Little direction
CABIN FLOOR REGISTERS AND DUCTS REMOVE	0-6 7-12 13+	13 6 8	1 1 0	99 99 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 99 0	0 0 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	X	33	0	17	7	62	14
CABIN AIR VALVES OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	13 6 0	1 0 0	99 0 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	X	44	4	9	17	52	17
CABIN AIR VALVES INSTALL	0-6 7-12 13+	13 0 0	1 0 0	99 0 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	X	40	0	16	8	60	16
HOT AIR MIXING VALVE ASSEMBLE	0-6 7-12 13+	13 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0	70	15	15	38	23	8
HEATER BLEED AIR SELECTOR VALVE REMOVE	0-6 7-12 13+	13 0 0	1 0 0	99 0 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	X	64	0	20	0	53	27
FOUR WAY CONTROL VALVE SOLENOID REMOVE	0-6 7-12 13+	13 0 8	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	60	0	24	0	53	24
DEFROSTER NOZZLES INSTALL	0-6 7-12 13+	13 6 0	1 0 0	99 0 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	X	64	0	27	13	47	13
AIR SCOOP ASSEMBLIES REMOVE	0-6 7-12 13+	13 0 8	1 0 0	99 0 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	X	36	0	11	19	52	19
AUXILIARY FUEL SYSTEM REPAIR	0-6 7-12 13+	13 6 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0	67	27	13	40	20	0
BATTERY (NICA01) DISASSEMBLE	0-6 7-12 13+	13 19 8	1 0 0	99 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 99 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0	68	21	0	29	36	14
BATTERY (NICAD) ASSEMBLE	0-6 7-12 13+	13 20 8	1 0 0	99 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 99 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0	66	20	0	40	27	13
BATTERY SUMP JAR (O MODEL) SERVICE	0-6 7-12 13+	13 6 8	1 0 0	99 0 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	25	3	6	21	52	18
BATTERY SUMP JAR (O MODEL) REMOVE	0-6 7-12 13+	13 12 8	1 0 0	99 0 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	23	0	6	21	45	27

RELAYS (PRIMARY, DC SYSTEM)  
REMOVE

[illegible]

Task	MECHANICS AND CREWCHIEFS															SUPERVISORS									
	Months of UH-1H Maintenance Experience	Percent Performance of Asst-ing	Number of 6/120s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 6/120 Duty MOS (%)					Your Proficiency In Performing Task (%)					% Saying New 6/120 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 6/120 (%)					
				1-0 2-1-2 3-3-6 4-7-10 5-11+					1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months					1-Poor 2-Fair 3-Good 4-Very Good 5-Excellent											
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5							
TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL) *REPAIR BY REPLACING O-RINGS	0-6 7-12 13+	12 27 47	2 8 7	50 63 86	0 38 14	0 0 0	0 0 0	0 13 --	50 25 --	50 25 --	0 13 --	0 38 43	0 13 0	0 38 43	0 0 0	0 0 0	0 0 0	X	25	3	12	21	45	18	
	0-6 7-12 13+	11 40 33	1 5 2	99 50 50	0 25 0	0 0 0	0 20 --	99 60 --	0 20 --	0 0 --	0 0 --	0 99 0	0 20 0	0 40 20	0 99 0	0 0 0	0 0 0	X	9	5	8	28	35	25	
	0-6 7-12 13+	11 38 33	0 5 2	0 60 99	0 0 0	0 20 0	0 0 0	0 20 --	0 40 --	0 20 --	0 0 --	0 0 0	0 20 0	0 60 50	0 50 0	0 0 0	0 0 0	X	13	5	31	44	21	0	
	0-6 7-12 13+	11 13 17	0 2 1	0 99 99	0 0 0	0 0 0	0 99 --	0 0 --	0 0 --	0 0 --	0 0 --	0 0 0	0 50 0	0 0 99	0 0 0	0 0 0	0 0 0	X	36	10	3	52	28	7	
FORCE GRAOIENT ASSEMBLIES OISASSEMBLE	0-6 7-12 13+	11 6 17	0 1 1	0 99 99	0 0 0	0 0 0	0 99 --	0 0 --	0 0 --	0 0 --	0 0 0	0 0 99	0 0 0	0 0 99	0 0 0	0 0 0	0 0 0	X	33	7	13	47	27	7	
	0-6 7-12 13+	11 19 50	0 3 1	0 99 99	0 0 0	0 0 0	0 33 --	0 67 --	0 0 --	0 0 --	0 0 0	0 67 0	0 33 0	0 0 99	0 0 0	0 0 0	0 0 0	X	9	10	20	50	18	3	
	0-6 7-12 13+	11 21 21	2 3 3	0 67 99	0 33 0	0 0 0	0 33 --	0 33 --	0 33 --	0 0 --	0 0 50	0 0 33	0 0 33	0 0 33	0 0 33	0 0 33	0 0 33	X	21	8	8	30	32	22	
	0-6 7-12 13+	11 25 42	2 6 5	99 50 60	0 33 40	0 17 0	0 50 --	0 17 33	0 0 --	0 50 --	0 0 --	0 0 99	0 17 33	0 0 33	0 0 60	0 0 40	0 0 0	X	7	0	5	12	44	39	
PILOT OR COPILOT SEAT *SERVICE	0-6 7-12 13+	11 25 50	1 3 3	99 33 99	0 67 0	0 0 0	0 33 --	0 33 --	0 33 --	0 0 --	0 0 0	0 0 99	0 0 33	0 0 33	0 0 67	0 0 33	0 0 33	X	9	8	5	23	48	18	
	0-6 7-12 13+	11 36 17	0 5 1	0 40 99	0 20 0	0 20 0	0 60 --	0 40 --	0 0 --	0 0 --	0 0 0	0 20 40	0 0 99	0 0 0	0 0 0	0 0 0	0 0 0	X	16	0	3	16	50	32	
	0-6 7-12 13+	11 50 17	0 6 1	0 33 99	0 17 0	0 17 0	0 50 --	0 17 33	0 0 --	0 0 --	0 0 0	0 17 33	0 0 17	0 33 33	0 0 0	0 0 0	0 0 0	X	20	0	6	11	53	31	
	0-6 7-12 13+	11 38 33	1 6 2	99 50 99	0 0 0	0 0 0	0 17 --	0 17 --	0 50 --	0 17 --	0 0 0	0 33 33	0 0 50	0 0 0	0 0 0	0 0 0	0 0 0	X	43	4	8	19	50	19	
WORK PLATFORM (ENGINE & XMSN DECK) REMOVE	0-6 7-12 13+	11 27 0	0 3 0	0 99 0	0 0 0	0 0 0	0 33 --	0 0 --	0 33 --	0 0 --	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	52	9	5	18	45	23	
	0-6 7-12 13+	11 27 0	0 3 0	0 99 0	0 0 0	0 0 0	0 33 --	0 0 --	0 33 --	0 0 --	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	52	9	5	18	45	23	





Task	MECHANICS AND CREWCHIEFS										SUPERVISORS															
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency In Performing Task (%)					% Spring New 67N20 Must Be Able To Perform At Once With Little Direction	X > 20% X < 20%	Amount of Direction Required by New 67N20 (%)					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5			0	1	2	3	4	5
BLACKOUT CURTAINS INSTALL	0-6	10	1	99	0	0	0	0	0	99	0	0	0	0	0	0	99	0	0	X	49	0	4	13	48	35
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
LITTER SUPPORTS INSTALL	0-6	10	1	0	0	99	0	0	0	0	0	0	0	99	0	0	0	0	0	X	43	0	8	8	50	35
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
CARGO SUSPENSION SYSTEM (CARGO HOOK) OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	32	3	7	13	50	27
	7-12	7	1	99	0	0	0	0	0	99	0	0	0	0	0	0	0	0	0							
GROUND HANDLING WHEELS REPAIR	0-6	10	1	0	99	0	0	0	0	0	99	0	0	0	0	0	0	0	99	X	43	16	8	36	36	4
	7-12	25	3	67	33	0	0	0	0	33	33	33	0	0	0	0	33	0	33							
ENGINE INTAKE SCREEN (81RO CAGE) REPAIR	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	42	4	12	28	36	20
	7-12	20	2	0	99	0	0	0	0	0	99	0	0	0	0	0	0	0	50							
N1 POWER LEVER CONTROL TUBES OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	37	4	11	11	56	19
	7-12	6	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	0							
FUEL CONTROL UNIT CLEAN FUEL STRAINERS	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	27	0	16	25	38	22
	7-12	25	4	50	50	0	0	0	0	25	25	0	25	25	0	25	50	0	25							
FUEL CONTROL UNIT REPAIR BY REPLACING FILTER & O-RINGS	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	38	8	8	31	42	12
	7-12	25	3	67	0	0	0	0	0	0	33	0	33	0	33	0	67	33	0							
FUEL CONTROL UNIT OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	36	4	7	19	56	15
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
POWER TURBINE GOVERNOR CAMBOX OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	43	4	13	13	54	17
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
POWER TURBINE GOVERNOR CAMBOX REMOVE	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	41	0	12	15	46	27
	7-12	13	1	0	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
FUEL CONTROL DRIVE PAD SEAL REMOVE	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	0	0	63	6	6	25	53	13
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
STARTER DRIVE PAD SEAL (GARLOC) OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	51	5	10	10	55	20
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							

250

[illegible]

Task	MECHANICS AND CREWMEN										SUPERVISORS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency in Performing Task (%)	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
				1	2	3	4	5	1	2	3	4	5				1	2	3	4	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
ENGINE OIL TEMPERATURE BULB REMOVE	0-6 7-12 13+	10 0 17	1 0 1	0 0 99	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	





## TRANSMISSION & ENGINE OIL PRESSURE INDICATORS

## INSTALL

## TRANSMISSION & ENGINE OIL TEMP INDICATORS

ЗАКОН

### EXHAUST TEMPERATURE INDICATOR

## INSTALL

**FUEL PRESSURE INDICATOR**

**REMOVE**

## FUEL QUANTITY INDICATOR

# THE

## FUEL QUANTITY INDICATOR

**TROUBLESHOOT**

## FUEL QUANTITY INDICATOR

## INSTALL

## CABIN FLOOR REGISTERS AND DUCTS

## INSTALL

## CABIN AIR VALVES

**REMOVE**

**FIRE DETECTOR SYSTEM  
OBTAIN SERVICEABLE REPLACEMENT**

44-38861-1000

## FIRE DETECTOR SYSTEM

**REMOVE**

MINOSHIELO WIPER BLADE & ARM ASSEMBLIES

## INSTALL

**AUXILIARY FUEL SYSTEM**

**OBTAIN SERVICEABLE REPLACEMENT**

## AUXILIARY FUEL SYSTEM

**REMOVE**

**MASTER CAUTION PANEL**

## OBTAIN

**MASTER CAUTION PANEL**

TRIOBLESHCOY

[illegible]

Task	MECHANICS AND CREWCHIEFS															SUPERVISORS								
	Months of UH-1 Maintenance Experience	Percent Performance Assisting	Number of J EN/NOs Performing Task	# Times Performed Last Month (%)					First Performance After Award of JEN/NO Duty MOS (%)					Your Proficiency In Performing Task (%)					% Saying New JEN/NO Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New JEN/NO (%)				
				1-0 2-1,2 3-3,6 4-7,10 5-11+					1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months					1-Poor 2-Fair 3-Good 4-Very Good 5-Excellent										
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5						
BATTERY (NICA0) SERVICE	0-6 7-12 13+	10 6 33	0 1 2	0 99 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	35	0	21	25	36	18
MAIN GENERATOR (ON TRANSMISSION) OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	10 6 50	1 1 3	99 0 67	0 0 33	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	99 0 67	0 0 33	0 0 0	X	21	3	6	24	45	21
STANDBY GENERATOR (STARTER-GENERATOR) INSTALL	0-6 7-12 13+	10 25 17	1 3 1	99 99 0	0 0 99	0 0 0	0 0 0	0 0 0	0 0 0	0 33 33	0 33 33	0 0 0	0 0 0	0 0 0	0 67 33	0 0 0	0 0 99	X	31	3	16	23	39	19
TRANSMISSION SIGHT GAUGE LIGHT INSTALL	0-6 7-12 13+	10 6 0	1 1 0	99 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	32	0	7	23	50	20
INTERIOR LIGHTS REMOVE	0-6 7-12 13+	10 0 17	1 0 1	99 0 99	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	99 0 0	0 0 0	0 0 99	X	35	0	7	18	50	25
NAVIGATION LIGHTS TROUBLESHOOT	0-6 7-12 13+	10 6 17	0 0 1	0 0 99	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	42	8	20	32	32	8
ANTI-COLLISION LIGHT REMOVE	0-6 7-12 13+	10 56 33	1 8 2	0 88 99	0 13 0	0 0 0	0 0 0	0 0 0	0 0 0	0 38 13	0 38 13	0 0 0	0 0 0	0 0 0	0 25 38	0 0 50	0 0 50	X	30	3	7	17	53	20
SEARCH LIGHT ASSEMBLY INSTALL	0-6 7-12 13+	10 25 17	1 4 1	99 25 99	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 50 50	0 0 0	0 0 0	0 0 0	0 25 50	0 0 99	0 0 99	X	34	0	14	24	45	17
HYDRAULIC BYPASS SOLENOID VALVE REMOVE	0-6 7-12 13+	10 19 0	1 2 0	0 99 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 50 50	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	48	0	17	17	43	22
INVERTERS REMOVE	0-6 7-12 13+	10 19 0	0 3 0	0 99 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 67 33	0 0 0	0 0 0	0 0 0	0 33 67	0 0 0	0 0 0	X	37	0	11	19	52	19
HYDRAULIC PRESSURE WARNING SWITCH REMOVE	0-6 7-12 13+	10 13 0	1 2 0	0 99 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 50 50	0 0 0	0 0 0	0 0 0	0 50 50	0 0 0	0 0 0	X	40	4	12	19	46	19
TRANSMISSION OIL PRESSURE TRANSMITTER REMOVE	0-6 7-12 13+	10 13 0	1 1 0	0 99 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 99 0	0 0 0	0 0 0	0 0 0	0 99 0	0 0 0	0 0 0	X	35	0	11	18	46	25
CONTROL PANELS OBTAIN SERVICEABLE REPLACEMENT	0-6 7-12 13+	10 6 17	1 1 1	99 99 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 99 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	X	44	8	8	17	50	17

250

## Appendix I

### **DS/GS LEVEL: MAINTENANCE TASKS PERFORMED BY THE 7-12 MONTHS EXPERIENCE GROUP BUT NOT BY THE 0-6 MONTHS GROUP**

Appendix I is the DS/GS counterpart of Appendix C.



Task	MECHANICS AND CREWMEN										SUPERVISORS														
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 6720s Performing Task	# Times Performed Past Month (%)					First Performance Award of 6720 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Satisfactory New 6720s Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 6720s					
				1-0 2-1/2 3-3/6 4-7/10 5-11+					1-1st month 2-2nd to 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months					1-Poor 2-Fair 3-Good 4-Very Good 5-Excellent											
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5							
TAIL ROTOR CONTROL TUBES RIG TO TAIL ROTOR CONTROLS	7-12 13+	81 50	11 3	27 67	55 33	18 0	0 0	0 0	10 --	20 --	30 --	10 --	30 --	0 0	33 0	33 67	0 0	X	7	16	26	40	19	0	
HYD PUMP & TACH GEN DR QUILL ASSY (B&D MODELS) INSTALL	7-12 13+	60 33	7 1	57 0	43 99	0 0	0 0	0 0	14 --	43 --	14 --	14 --	14 --	0 0	14 0	29 0	43 99	14 0	X	33	10	10	23	43	13
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES SERVICE	7-12 13+	47 54	5 5	20 60	40 40	0 0	0 0	0 0	0 --	20 --	20 --	40 --	20 --	0 0	0 0	60 80	40 20	0 0	X	27	0	16	38	28	19
PITOT TUBE REMOVE	7-12 13+	44 17	6 1	83 99	17 0	0 0	0 0	0 0	17 --	50 --	17 --	0 --	17 --	0 0	33 0	50 17	0 99	0 0	X	21	0	12	15	59	15
HYD PUMP & TACH GEN DR QUILL ASSY (B&D MODELS) REPAIR BY REPLACING O-RINGS	7-12 13+	40 17	5 1	60 0	40 99	0 0	0 0	0 0	20 --	20 --	20 --	20 --	20 --	0 0	20 0	40 0	20 99	20 0	X	39	7	30	19	33	11
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) TROUBLESHOOT	7-12 13+	38 0	3 0	50 0	50 0	0 0	0 0	0 0	50 --	50 --	0 --	0 --	0 --	0 0	0 0	99 0	0 0	0 0	X	23	9	24	32	32	3
TAIL ROTOR ASSEMBLY TROUBLESHOOT	7-12 13+	38 17	6 1	60 0	40 99	0 0	0 0	0 0	0 --	50 --	50 --	0 --	0 --	0 0	0 0	80 0	0 0	0 0	X	16	11	28	25	33	3
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY REPAIR	7-12 13+	33 0	4 0	67 0	33 0	0 0	0 0	0 0	0 --	33 --	33 --	0 --	33 --	0 0	33 0	33 0	0 0	0 0	X	56	20	40	10	25	5
COLLECTIVE PITCH & POWER CONTROL LEVER ASSEMBLY	7-12 13+	31 50	4 1	25 0	25 99	25 0	25 0	0 0	25 --	25 --	25 --	25 --	25 --	0 0	25 0	75 99	0 0	0 0	X	15	13	23	49	13	3
COLLECTIVE PITCH & POWER CONTROL LEVER OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	31 50	4 2	33 50	33 0	0 50	0 0	0 0	25 --	25 --	25 --	25 --	25 --	0 0	25 0	50 50	0 50	0 0	X	7	5	7	24	37	27
TAIL ROTOR CONTROL QUADRANT REPAIR	7-12 13+	31 0	4 0	50 0	50 0	0 0	0 0	0 0	0 --	50 --	0 --	25 --	25 --	0 0	50 0	25 25	25 0	0 0	X	41	19	11	37	30	4
TAIL ROTOR PITCH CONTROL MECHANISM REPAIR	7-12 13+	31 0	3 0	67 0	0 0	0 0	33 0	0 0	0 --	33 --	0 --	33 --	0 --	0 0	33 0	67 0	0 0	0 0	X	35	10	7	63	17	3
MANUAL JETTISON CONTROLS REPAIR	7-12 13+	31 33	4 2	99 50	0 50	0 0	0 0	0 0	0 --	75 --	25 --	0 --	0 --	0 0	0 0	50 50	25 50	25 0	X	35	7	7	30	37	20
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN) TROUBLESHOOT	7-12 13+	31 33	4 2	25 99	75 0	0 0	0 0	0 0	0 --	75 --	25 --	0 --	0 --	0 0	25 0	75 0	0 99	0 0	X	26	9	22	38	28	3
HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C MODEL) INSTALL	7-12 13+	31 17	4 1	75 99	25 0	0 0	0 0	0 0	25 --	25 --	50 --	0 --	0 --	0 0	0 0	75 25	25 0	99 0	X	36	7	11	21	50	11
WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLIES REMOVE	7-12 13+	31 20	4 1	75 99	25 0	0 0	0 0	0 0	0 --	50 --	25 --	25 --	25 --	0 0	0 0	75 0	25 0	99 0	X	26	0	16	10	55	19
TAIL BOOM REPAIR	7-12 13+	29 17	3 1	67 99	33 0	0 0	0 0	0 0	0 --	33 --	67 --	0 --	0 --	0 0	0 0	99 0	0 99	0 0	X	51	9	5	41	36	9

MAIN FUEL STRAINER (WAFER TYPE) DISASSEMBLE	7-12 13+	29 77	4 6	25 50	50 33	25 17	0 0	0 0	25 --	0 --	25 --	25 --	25 --	0 0	50 50	50 50	0 0	X	21	3	12	21	44	21
MAIN FUEL STRAINER (WAFER TYPE) ASSEMBLE	7-12 13+	29 69	4 5	25 40	50 40	25 20	0 0	0 0	25 --	0 --	25 --	25 --	25 --	0 0	50 40	50 60	0 0	X	23	0	18	21	39	21
COLLECTIVE PITCH & POWER CONTROL LEVER DISASSEMBLE	7-12 13+	25 67	3 3	33 67	0 0	67 33	0 0	0 0	33 --	0 --	33 --	33 --	33 --	0 0	99 0	0 0	0 0	X	24	14	17	46	20	3
WINDSHIELDS & CHIN BUBBLES REPAIR	7-12 13+	25 33	3 2	33 99	67 0	0 0	0 0	0 0	33 --	0 --	33 --	33 --	33 --	0 0	33 0	33 50	33 50	X	43	7	7	44	30	11
ENGINE CHIP DETECTOR PLUG (ELECTRICAL) OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	25 23	3 2	0 0	33 99	67 0	0 0	0 0	0 --	0 --	33 --	33 --	33 --	0 0	99 0	0 50	0 50	X	23	0	9	21	45	24
HYDRAULIC RESERVOIR REMOVE	7-12 13+	25 17	3 1	33 0	67 99	0 0	0 0	0 0	33 --	0 --	33 --	33 --	33 --	0 0	67 0	33 0	99 0	X	32	0	13	13	50	23
IRREVERSIBLE VALVES (B & O MODELS) REPAIR	7-12 13+	25 0	2 0	50 0	50 0	0 0	0 0	0 0	0 --	0 --	0 --	0 --	0 --	0 0	99 0	0 0	0 0	0	58	16	26	26	26	5
TAIL ROTOR CONTROL HYDRAULIC CYLINDER DISASSEMBLE	7-12 13+	25 0	3 0	33 0	67 0	0 0	0 0	0 0	33 --	0 --	33 --	33 --	33 --	0 0	67 0	33 0	0 0	0	60	17	33	22	17	11
TRANSMISSION ASSEMBLY REPAIR	7-12 13+	25 0	3 0	0 0	99 0	0 0	0 0	0 0	33 --	0 --	33 --	33 --	33 --	0 0	67 0	0 0	33 0	0	62	18	29	24	24	6
MAIN ROTOR ASSEMBLY ADJUST 44° ROTOR COUNTERWEIGHTS	7-12 13+	25 50	4 2	50 50	0 0	0 0	0 50	0 0	0 --	0 --	75 --	25 --	0 --	0 0	99 0	0 99	0 0	X	40	15	23	38	19	4
TAIL ROTOR ASSEMBLY PACKAGE	7-12 13+	25 0	4 0	25 0	75 0	0 0	0 0	0 0	25 --	0 --	50 --	0 --	0 --	0 0	50 0	50 0	0 0	X	16	0	14	14	56	17
ANTI-COLLISION LIGHT OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	25 33	3 2	99 99	0 0	0 0	0 0	0 0	0 --	0 --	67 --	33 --	33 --	0 0	33 0	0 50	67 0	X	33	4	7	18	43	29
FIRST AID KITS INSPECT FOR CONTENTS OF UNSEALED POCKET	7-12 13+	24 42	4 4	50 25	0 50	0 0	0 25	0 0	50 --	25 --	25 --	0 --	0 --	0 0	25 0	0 25	0 50	X	31	6	3	32	42	16
FUEL PRESSURE TRANSMITTER INSTALL	7-12 13+	24 38	2 1	0 99	99 0	0 0	0 0	0 0	0 --	50 --	50 --	0 --	0 --	0 0	99 0	0 99	0 0	X	37	4	4	19	52	22
OIL COOLER TURBO-BLOWER OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	24 23	2 3	50 33	50 67	0 0	0 0	0 0	0 --	0 --	50 --	50 --	50 --	0 0	99 0	0 33	33 33	X	28	3	10	23	45	19
PILOT ATTITUDE INDICATOR OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	24 23	2 2	99 50	0 0	0 50	0 0	0 0	0 --	0 --	50 --	50 --	50 --	0 0	50 0	0 50	0 50	X	33	4	4	18	61	14
HYDRAULIC PUMP (C MODEL) TROUBLESHOOT	7-12 13+	20 20	3 0	33 0	67 0	0 0	0 0	0 0	33 --	67 --	0 --	0 --	0 --	0 0	67 0	33 0	0 0	X	34	14	31	14	41	0
MANUAL JETTISON CONTROLS TROUBLESHOOT	7-12 13+	19 17	1 0	99 0	0 0	0 0	0 0	0 0	0 --	99 --	0 --	0 --	0 --	0 0	0 0	0 0	99 0	X	28	3	24	18	39	15
ENGINE TAIL PIPE FAIRING (COYLING) REPAIR	7-12 13+	19 0	2 0	50 0	50 0	0 0	0 0	0 0	0 --	99 --	0 --	0 --	0 --	0 0	50 0	0 0	0 0	X	51	9	14	27	32	18
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY SERVICE	7-12 13+	19 33	3 1	33 99	33 0	0 0	0 0	0 0	33 --	33 --	0 --	0 --	0 --	0 0	0 0	67 33	33 0	X	19	6	3	29	29	34
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY INSTALL	7-12 13+	19 17	2 1	99 99	0 0	0 0	0 0	0 0	0 --	0 --	99 --	0 --	0 --	0 0	50 0	0 99	0 0	X	32	7	7	17	43	27

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS											
	Months of UH 1 Maintenance Experience	Percent Performing or Assisting	Number of GINZOs Performing Task	# Times Performed Past Month (%)					First Performance After Award of GINZO Duty MOS (%)					Your Proficiency In Performing Task (%)	% Saying New GINZO Must Be Able To Perform At Once With Little Direction X > 20% O < 20%	Amount of Direction Required by New GINZO (%)						
				1-0 2-12 3-36 4-7-10 5-11+					1- 1st month 2- 2nd or 3rd month 3- 4th to 6th month 4- 7th to 12th month 5- After 12 months							1- Poor 2- Fair 3- Good 4- Very Good 5- Excellent						
				1	2	3	4	5	1	2	3	4	5			1	2	3	4	5	0	1
POWER TURBINE GOVERNOR CAMBOX RIG TO M2 SYSTEM	7-12 13+	19 33	2 2	99 99	0 0	0 0	0 0	0 0	0 0	50 50	0 0	0 0	50 50	0 0	0 0	X	51	19	33	29	19	0
M2 POWER TURBINE GOVERNOR LINEAR ACTUATOR RIG TO M2 SYSTEM	7-12 13+	19 33	1 2	99 99	0 0	0 0	0 0	0 0	0 0	99 99	0 0	0 0	99 50	0 0	0 0	X	41	19	19	46	15	0
M2 POWER TURBINE GOVERNOR LINEAR ACTUATOR REMOVE	7-12 13+	19 33	1 2	99 99	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	99 50	0 0	99 50	X	40	4	4	12	46	35
HOT END OF ENGINE REMOVE	7-12 13+	19 33	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	X	60	6	11	50	22	11
HYDRAULIC RESERVOIR OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	19 17	3 1	33 99	67 0	0 0	0 0	0 0	0 0	33 33	33 0	0 0	67 99	33 0	0 99	X	30	3	10	17	47	23
TAIL ROTOR CONTROL HYDRAULIC CYLINDER ASSEMBLE	7-12 13+	19 17	2 1	50 99	50 0	0 0	0 0	0 0	50 0	0 0	0 0	50 0	50 0	0 0	0 0	0	62	24	29	18	18	12
HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM) PURGE	7-12 13+	19 17	1 1	99 99	0 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	99 0	0 0	0 0	X	32	10	17	43	27	3
HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C MODEL) REPAIR BY REPLACING O-RINGS	7-12 13+	19 17	3 1	67 99	33 0	0 0	0 0	0 0	33 0	33 0	0 0	0 0	99 0	0 0	99 0	X	40	7	33	19	33	7
TRANSMISSION OIL TEMP THERMO-SWITCH INSTALL	7-12 13+	19 0	3 0	33 0	67 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	33 0	33 0	0 0	X	34	3	7	10	52	28
TRANSMISSION OIL JETS REPAIR BY REPLACING O-RINGS	7-12 13+	19 33	1 2	99 99	0 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	99 50	0 0	0 0	X	30	3	16	19	42	19
TRANSMISSION OIL PUMP REPAIR BY REPLACING O-RINGS	7-12 13+	19 0	2 0	99 0	0 0	0 0	0 0	0 0	0 0	50 0	0 0	0 0	99 0	0 0	0 0	X	39	7	19	26	30	19
SWASHPLATE & SUPPORT ASSEMBLY TROUBLESHOOT	7-12 13+	19 17	2 1	99 99	0 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	99 0	0 0	99 0	X	21	15	21	35	24	6
EXHAUST TEMPERATURE INDICATOR TROUBLESHOOT	7-12 13+	19 17	2 1	99 99	0 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	99 0	0 0	99 0	X	48	22	22	30	26	0
FIRE DETECTOR SYSTEM DISASSEMBLE	7-12 13+	19 0	3 0	99 0	0 0	0 0	0 0	0 0	0 0	33 33	0 0	33 0	67 0	33 0	0 0	X	55	16	16	37	26	5
FIRE DETECTOR SYSTEM ASSEMBLE	7-12 13+	19 0	3 0	99 0	0 0	0 0	0 0	0 0	0 0	33 33	0 0	33 0	67 0	33 0	0 0	X	52	15	20	30	30	5
WORK PLATFORM (ENGINE & XMSN DECK) INSTALL	7-12 13+	18 23	0 2	0 50	0 50	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 50	X	46	4	12	16	48	20
IGNITION UNIT (EXCITER) REMOVE	7-12 13+	18 23	2 0	50 0	50 0	0 0	0 0	0 0	50 0	0 0	0 0	50 0	99 0	99 0	0 0	X	43	0	13	17	42	29

[illegible]

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS									
	Months of UH-1 Mission Since Experience	Percent Performing or Assisting	Number of 6/120s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 6/120 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Satisfying New 6/120s Able To Perform At Once With Little Direction	Amount of Direction Required by New 6/120 (%)
				1-0	2-1	3-2	4-3	5-1	1-1st month	2-2nd or 3rd month	3-4th to 6th month	4-7th to 12th month	5-After 12 months	1-Poor	2-Fair	3-Good	4-Very Good	5-Excellent		
HYDRAULIC PUMP (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	13 31	1 3	99 67	0 33	0 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	0 0	21 3
HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM) DISASSEMBLE	7-12 13+	13 17	1 1	0 0	99 99	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	0 0	39 4	4 19
TRANSMISSION EXTERNAL OIL FILTER REPAIR	7-12 13+	13 17	2 1	0 99	0 0	0 0	0 0	0 0	0 0	50 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	0 0	44 4	20 24
TRANSMISSION OIL COOLER THERMO VALVE REMOVE	7-12 13+	13 0	2 0	99 0	0 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	50 0	0 0	0 0	0 0	0 0	39 0	11 22
TRANSMISSION OIL TEMPERATURE THERMO-BULB REMOVE	7-12 13+	13 17	2 1	50 0	50 99	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	0 0	50 0	0 0	0 0	0 0	39 0	11 19
TRANSMISSION OIL PUMP SCREEN INSTALL	7-12 13+	13 0	2 0	50 0	50 0	0 0	0 0	0 0	0 0	50 0	0 0	0 0	0 0	50 0	0 0	0 0	0 0	0 0	33 3	17 3
TRANSMISSION OIL PRESSURE RELIEF VALVE OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	13 0	2 0	50 0	50 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	0 0	50 0	0 0	0 0	0 0	26 3	6 22
TRANSMISSION OIL PRESSURE RELIEF VALVE REMOVE	7-12 13+	13 0	2 0	50 0	50 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	0 0	50 0	0 0	0 0	0 0	27 0	9 22
MAIN ROTOR MAST ASSEMBLY REPAIR	7-12 13+	13 33	2 2	0 99	0 0	0 0	0 0	0 0	0 0	50 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	62 24	12 35
MAIN ROTOR ASSEMBLY REPAIR HUB ASSEMBLY	7-12 13+	13 0	1 0	99 0	0 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	66 27	27 13
COLLECTIVE LEVERS *REPAIR	7-12 13+	13 16	3 3	0 99	67 0	33 0	0 0	0 0	0 0	33 0	33 0	0 0	0 0	33 67	0 0	0 0	0 0	0 0	40 26	22 26
STANDBY COMPASS REMOVE	7-12 13+	13 0	2 0	50 0	50 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	40 0	8 19
CLOCK OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	13 8	2 1	50 0	50 0	0 99	0 0	0 0	0 0	0 0	50 0	0 0	0 0	0 0	50 0	0 0	0 0	0 0	29 3	10 20
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES REPAIR	7-12 13+	13 17	1 1	99 99	0 0	0 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	58 17	17 33
VOLTAGE REGULATOR REMOVE	7-12 13+	13 17	2 1	99 99	0 0	0 0	0 0	0 0	0 0	50 0	0 0	0 0	0 0	0 0	50 0	0 0	0 0	0 0	35 0	11 14
TRANSMISSION SIGHT GAUGE LIGHT REPAIR	7-12 13+	13 17	1 1	99 0	0 0	0 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	55 5	20 25
ANTI-COLLISION LIGHT REPAIR	7-12 13+	13 17	1 1	99 99	0 0	0 0	0 0	0 0	0 0	99 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	52 19	14 24

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				7 Times Performed Past Month (%)					First Performance After Award of 67N70 Duty MOS (%)							Amount of Direction Required by New 67N70 (%)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
				1-0 2-1,2 3-3,6 4-7,10 5-11+	1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months	1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months	1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months	1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months	0-Not observed or task not performed 1-Constant direction 2-Much direction 3-Some direction 4-Little direction 5-No direction																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	7-12 13+	12 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0

## Appendix J

### **DS/GS LEVEL: MAINTENANCE TASKS PERFORMED BY THE 13+ MONTHS EXPERIENCE GROUP BUT NOT BY GROUPS WITH LESS EXPERIENCE**

Appendix J is the DS/GS counterpart of Appendix D.



Task	MECHANICS AND CREWCHIEFS										SUPERVISORS									
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of G/H/20's Performing Task	# Times Performed Past Month (%)					Your Proficiency In Performing Task (%)					% Saying New G/H/20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New G/H/20 (%)					
				1-0 2-1-2 3-3-6 4-7-10 5-11+					1-Poor 2-Fair 3-Good 4-Very Good 5-Excellent						0-Not observed or task not performed 1-Constant direction 2-Much direction 3-Some direction 4-Little direction 5-No direction					
				1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES OBTAIN SERVICEABLE REPLACEMENT	13+	50	3	99	0	0	0	0	0	33	0	33	33	X	20	3	9	21	45	21
SHOULDER HARNESS OBTAIN SERVICEABLE REPLACEMENT	13+	38	4	75	25	0	0	0	0	0	50	25	25	X	9	3	5	15	50	28
TROOP SEATS REPAIR	13+	38	3	99	0	0	0	0	0	0	67	0	33	X	28	3	0	15	42	39
MAIN FUEL STRAINER (WAFER TYPE) TROUBLESHOOT	13+	38	3	67	33	0	0	0	0	0	50	50	0	X	23	12	12	32	32	12
N2 POWER LEVER CONTROL TUBES RIG TO COLLECTIVE PITCH LEVER	13+	33	2	50	50	0	0	0	0	0	50	50	0	X	41	12	38	35	15	0
N2 POWER LEVER CONTROL TUBES INSTALL	13+	33	2	50	50	0	0	0	0	0	50	50	0	X	39	4	7	48	22	19
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY INSTALL	13+	33	2	99	0	0	0	0	0	0	0	50	50	0	53	10	5	25	40	20
CLOCK ADJUST	13+	33	2	99	0	0	0	0	0	0	50	0	50	X	62	6	6	38	44	6
WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLY'S OBTAIN SERVICEABLE REPLACEMENT	13+	33	2	99	0	0	0	0	0	0	50	0	50	X	29	3	7	21	52	17
NAVIGATION LIGHT FLASHER INSTALL	13+	33	2	99	0	0	0	0	0	0	0	50	50	X	36	0	11	18	50	21
JUMP SEATS REPAIR	13+	31	3	33	0	67	0	0	0	0	67	0	33	X	28	0	3	12	52	33
ICE DETECTOR ASSEMBLY REMOVE	13+	31	3	99	0	0	0	0	0	0	33	67	0	X	50	0	18	9	59	14
ELECTRICAL JETTISON CONTROLS INSTALL	13+	23	1	99	0	0	0	0	0	0	0	0	99	X	42	4	4	38	42	12
CARGO TIEDOWNS (RINGS) OBTAIN SERVICEABLE REPLACEMENT	13+	23	2	0	0	50	0	50	0	0	0	50	50	X	27	3	6	6	53	31
POWER TURBINE GOVERNOR CAMBOX ASSEMBLE	13+	23	1	99	0	0	0	0	0	0	99	0	0	X	57	11	16	32	37	5
POWER TURBINE GOVERNOR CAMBOX SERVICE	13+	23	1	0	0	0	0	0	0	0	99	0	0	X	45	4	8	33	42	13
ENGINE OIL SHUT-OFF VALVE (B&C MODELS) REMOVE	13+	23	3	33	67	0	0	0	0	0	67	33	0	X	32	3	7	23	40	27

	13+	23	2	99	0	0	0	0	0	X	33	0	11	18	46	25
TRANSMISSION SIGHT GAUGE LIGHT OBTAIN SERVICEABLE REPLACEMENT																
TRANSMISSION SIGHT GAUGE LIGHT REMOVE	13+	23	2	99	0	0	0	0	0	0	33	0	7	21	52	21
POWER TURBINE GOVERNOR CAMBOX *TROUBLESHOOT	13+	21	2	0	99	0	0	0	0	0	51	14	33	29	24	0
TRANSMISSION OIL LEVEL SIGHT GAUGE REMOVE	13+	20	1	99	0	0	0	0	0	0	41	0	15	19	38	27
FM HOMING ANTENNA ELEMENTS OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	0	99	0	0	0	0	0	48	0	9	17	48	26
ICE DETECTOR ASSEMBLY INSTALL	13+	17	1	99	0	0	0	0	0	0	50	5	14	9	59	14
ANTI-ICING INTERPRETER TROUBLESHOOT	13+	17	1	99	0	0	0	0	0	0	66	13	13	40	33	0
ANTI-ICING AIR VALVE REMOVE	13+	17	1	99	0	0	0	0	0	0	56	0	5	26	47	21
ENGINE TORQUE METER BOOST PUMP OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	99	0	0	0	0	0	0	67	7	7	14	43	29
FUEL CONTROL UNIT TROUBLESHOOT	13+	17	1	0	0	0	0	99	0	0	45	8	42	21	29	0
N2 POWER TURBINE SPEED GOVERNOR INSTALL	13+	17	1	99	0	0	0	0	0	0	48	4	9	26	39	22
N1 ACCESSORY DRIVE GEAR BOX INSTALL	13+	17	1	99	0	0	0	0	0	0	57	11	5	21	47	16
ENGINE ELECTRICAL HARNESS TROUBLESHOOT	13+	17	1	0	99	0	0	0	99	0	56	11	16	26	42	5
IGNITION LEAD & COIL ASSEMBLY TROUBLESHOOT	13+	17	1	99	0	0	0	0	0	99	55	11	11	32	47	0
FUEL THERMAL RELIEF VALVE REMOVE	13+	17	1	99	0	0	0	0	0	0	40	0	12	27	38	23
STARTING FUEL SOLENOID VALVE FILTER REMOVE	13+	17	1	99	0	0	0	0	0	0	37	0	11	11	48	30
STARTING FUEL SOLENOID VALVE REMOVE	13+	17	1	99	0	0	0	0	0	99	47	0	9	30	30	30
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L289A) ADJUST	13+	17	1	99	0	0	0	0	0	0	56	15	30	40	15	0
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) REMOVE	13+	17	1	99	0	0	0	0	0	99	51	9	9	41	32	9
INTERSTAGE BLEED AIR BAND ADJUST	13+	17	1	99	0	0	0	0	0	0	47	21	17	42	13	8
ENGINE OIL PRESSURE SWITCH REMOVE	13+	17	1	0	99	0	0	0	0	0	41	4	4	19	50	23

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS														
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of G/H2Os Performing Task	# Times Performed Past Month (%)					Your Proficiency In Performing Task (%)	% Saving New G/H2Os Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New G/H2Os (%)														
				1	2	3	4	5			0	1	2	3	4	5									
13+	17	1	1	99	0	0	0	0	0	0	99	0	0	0	0	0	0	0	43	0	8	16	52	24	
ENGINE OIL PRESSURE TRANSMITTER REMOVE	13+	17	1	1	99	0	0	0	0	0	0	99	0	0	0	0	0	0	0	43	0	8	16	52	24
ENGINE (AS AN OPERATIONAL SYSTEM) OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	0	33	3	14	17	38	28
HYDRAULIC PRESSURE RELIEF VALVE TEST	13+	17	1	1	0	0	0	0	99	0	0	99	0	0	0	0	0	0	0	58	16	32	26	21	5
HYDRAULIC SYSTEM CONNECTING HARDWARE FABRICATE	13+	17	1	1	99	0	0	0	0	0	0	0	0	0	99	0	0	0	0	69	14	21	43	21	0
HYDRAULIC ACCUMULATOR (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	1	99	0	0	0	0	0	0	0	0	0	99	0	0	0	0	33	3	7	24	55	10
TRANSMISSION OIL TEMPERATURE THERMO-BULB OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	1	99	0	0	0	0	0	0	0	0	0	0	99	0	0	0	40	4	12	15	46	23
MAIN ROTOR ASSEMBLY REPAIR BLADES	13+	17	1	1	99	0	0	0	0	0	0	0	0	0	99	0	0	0	0	61	24	29	24	18	6
PILOT ATTITUDE INDICATOR TROUBLESHOOT	13+	17	1	1	0	99	0	0	0	0	0	0	0	99	0	0	99	0	0	55	20	20	30	25	5
ALTITUDE ADJUST	13+	17	1	1	0	0	0	0	99	0	0	0	0	0	0	99	0	0	0	66	20	20	47	13	0
TORQUE METER INDICATOR TROUBLESHOOT	13+	17	1	1	0	99	0	0	0	0	0	99	0	0	0	0	0	0	0	48	17	17	39	22	4
FUEL PRESSURE INDICATOR OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	1	99	0	0	0	0	0	0	0	0	99	0	0	99	0	0	36	4	7	19	44	26
HEATER CONTROL PANEL INSTALL	13+	17	1	1	99	0	0	0	0	0	0	0	0	99	0	0	99	0	0	71	0	25	25	42	8
AIR SCOOP ASSEMBLIES OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	1	99	0	0	0	0	0	0	0	0	99	0	0	99	0	0	37	4	4	23	50	19
UNIVERSAL PYLON (EXTERNAL STORES) INSTALL	13+	17	1	1	99	0	0	0	0	0	0	0	0	0	0	99	0	0	0	48	4	4	30	43	17
BATTERY SUMP JAR (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	0	24	3	9	19	47	22
INTERIOR LIGHTS OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	1	99	0	0	0	0	0	0	0	0	0	0	0	99	0	0	36	4	7	19	44	26
NAVIGATION LIGHTS REPAIR	13+	17	1	1	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	14	14	14	43	14

	13+	1	17	1	99	0	0	0	0	0	0	0	0	X	48	13	30	17	35	4
NAVIGATION LIGHT FLASHER TROUBLESHOOT																				
LANDING LIGHT ASSEMBLY DISASSEMBLE	13+	17	1	99	0	0	0	0	0	0	0	0	0	X	57	16	11	21	42	11
LANDING LIGHT ASSEMBLY ASSEMBLE	13+	17	1	99	0	0	0	0	0	0	0	0	0	X	57	21	5	26	37	11
SEARCH LIGHT ASSEMBLY DISASSEMBLE	13+	17	1	0	99	0	0	0	0	0	0	0	0	X	59	11	17	22	39	11
SEARCH LIGHT ASSEMBLY ASSEMBLE	13+	17	1	0	99	0	0	0	0	0	0	0	0	X	59	17	11	33	28	11
EXTERNAL POWER RECEPTACLE INSTALL	13+	17	1	0	99	0	0	0	0	0	0	0	0	X	45	4	8	25	50	13
ENGINE OIL PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	0	99	0	0	0	0	0	0	0	0	X	38	4	4	19	46	27
ENGINE OIL PRESSURE TRANSMITTER REMOVE	13+	17	1	0	52	0	0	0	0	0	0	0	0	X	37	0	11	24	44	22
OVERHEAD CONSOLE REPAIR	13+	17	1	99	0	0	0	0	0	0	0	0	0	0	68	21	7	36	36	0
ELECTRICAL JETTISON CONTROLS *TEST	13+	16	1	59	0	0	0	0	0	0	0	0	0	X	47	12	12	48	20	8
ANTI-ICING INTERPRETER *INSTALL	13+	16	1	99	0	0	0	0	0	0	0	0	0	X	61	12	0	18	53	18
POWER TURBINE GOVERNOR CAMBOX *DISASSEMBLE	13+	16	1	99	0	0	0	0	0	0	0	0	0	X	59	11	17	28	39	6
STARTING FUEL SOLENOID VALVE FILTER *INSTALL	13+	16	1	99	0	0	0	0	0	0	0	0	0	X	36	4	7	18	46	25
NAVIGATION LIGHT FLASHER *OBTAIN SERVICEABLE REPLACEMENT	13+	16	2	99	0	0	0	0	0	0	0	0	0	X	36	4	11	15	41	30
ICE DETECTOR ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	13+	15	1	99	0	0	0	0	0	0	0	0	0	X	50	5	10	19	43	24
FUEL CONTROL UNIT PURGE	13+	12	0	0	0	0	0	0	0	0	0	0	0	X	44	8	13	25	46	8
FUEL SHUT-OFF /VALVE INSTALL	13+	12	0	0	0	0	0	0	0	0	0	0	0	X	34	3	3	21	41	31
FUEL THERMAL RELIEF VALVE INSTALL	13+	15	0	0	0	0	0	0	0	0	0	0	0	X	39	4	7	22	43	19
INTERSTAGE BLEED AIR BAND INSTALL	13+	15	0	0	0	0	0	0	0	0	0	0	0	X	45	8	13	25	33	17
HYDRAULIC PRESSURE RELIEF VALVE REMOVE	13+	15	1	99	0	0	0	0	0	0	0	0	0	X	36	4	11	25	36	25
TRANSMISSION OIL TEMP THERMO-SWITCH REMOVE	13+	15	0	0	0	0	0	0	0	0	0	0	0	X	34	0	10	14	48	28

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Task	MECHANICS AND CRENCHEEFS										SUPERVISORS										
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of GIN/20s Performing Task	# Times Performed Past Month (%)					Your Proficiency In Performing Task (%)					% Saying New GIN/20s Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New GIN/20 (%)						
				1 - 0 2 - 12 3 - 36 4 - 710 5 - 11+					1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent						0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction						
				1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5	
TRANSMISSION OIL LEVEL SIGHT GAUGE OBTAIN SERVICEABLE REPLACEMENT	13+	15	0	0	0	0	0	0	0	0	0	0	0	0	X	42	4	12	16	44	24
INTERMEDIATE GEAR BOX (42 DEG. GEAR BOX) ASSEMBLE	13+	15	0	0	0	0	0	0	0	0	0	0	0	0	0	76	18	27	36	18	0
NOISE SUPPRESSORS REPAIR	13+	15	0	0	0	0	0	0	0	0	0	0	0	0	0	74	18	9	36	36	0
UNIVERSAL PYLON (EXTERNAL STORES) REMOVE	13+	15	1	0	0	99	0	0	0	0	0	0	0	99	X	49	5	5	27	45	18
LANDING LIGHT ASSEMBLY ADJUST	13+	15	0	0	0	0	0	0	0	0	0	0	0	0	X	53	20	10	20	40	10
HYDRAULIC BYPASS SOLENOID VALVE INSTALL	13+	15	0	0	0	0	0	0	0	0	0	0	0	0	X	47	0	17	21	42	21

## **Appendix K**

### **DS/GS LEVEL: MAINTENANCE TASKS PERFORMED BY LESS THAN 10% OF ANY EXPERIENCE GROUP**

Appendix K is the DS/GS counterpart of Appendix E.

Task	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% 0 20%	SUPERVISORS					
		Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
FORCE GRAOIENT ASSEMBLIES TROUBLESHOOT	X	13	8	26	46	18	3
PILCT CR COPILOT SEAT DISASSEMBLE	X	25	0	6	18	64	12
PILCT CR COPILOT SEAT ASSEMBLE	X	22	3	6	26	54	11
SOUNOPROOFING REPAIR	X	37	0	10	17	45	28
ELECTRICAL JETTISON CONTROLS OBTAIN SERVICEABLE REPLACEMENT	X	45	4	4	25	50	17
ELECTRICAL JETTISON CONTROLS TROUBLESHOOT	X	42	8	35	38	15	4
BLACKOLT CURTAINS ADJUST	X	57	0	11	5	47	37
BLACKOLT CURTAINS REPAIR	X	64	0	13	6	63	19
BLACKOUT CURTAINS OBTAIN SERVICEABLE REPLACEMENT	X	50	5	5	14	59	18
LITTER SUPPORTS REPAIR	X	54	0	14	10	57	19
LITTER SUPPORTS OBTAIN SERVICEABLE REPLACEMENT	X	43	4	4	8	60	24
CARGO SUSPENSION SYSTEM (CARGO HOOK) DISASSEMBLE	X	46	12	8	32	32	16
CARGO SUSPENSION SYSTEM (CARGO HOOK) ASSEMBLE	X	46	4	16	32	32	16
RESCUE HOIST REPAIR	0	74	17	17	33	25	8
RESCUE HOIST * TEST	X	69	14	7	29	36	14
RESCUE HOIST OBTAIN SERVICEABLE REPLACEMENT	X	68	0	7	14	57	21
RESCUE HOIST TROUBLESHOOT	X	64	6	38	25	13	19
RESCUE HOIST REMOVE	X	62	0	6	29	47	18
RESCUE HOIST INSTALL	X	61	6	0	28	50	17
WORK PLATFORM (ENGINE & XMSN OECK) REPAIR	0	61	11	0	44	22	22
VERTICAL FIN FAIRING REPAIR	X	52	9	0	36	41	14
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY DISASSEMBLE	X	57	11	5	58	26	0
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY ASSEMBLE	X	57	11	16	47	26	0
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	X	31	7	3	34	45	10
ICE DETECTOR ASSEMBLY TROUBLESHOOT	X	61	18	6	47	29	0

Task	X, Saying New 67N20 Must Be Able To Perform At Once With Little Direction X, 70% 0, 20%	SUPERVISORS					
		Amount of Direction Required by New 67N20 (%)					
		0	1	2	3	4	5
		0	1	2	3	4	5
ANTI-ICING INTERPRETER OBTAIN SERVICEABLE REPLACEMENT	X	64	7	13	0	47	33
ENGINE INDUCTION Baffle REPAIR	0	56	5	16	32	37	11
ENGINE INTAKE BELLMOUTH REPAIR	0	60	12	12	35	29	12
ANTI-ICING AIR VALVE OBTAIN SERVICEABLE REPLACEMENT	X	57	6	6	11	56	22
ANTI-ICING AIR VALVE TROUBLESHOOT	X	57	11	11	47	26	5
ANTI-ICING AIR VALVE INSTALL	X	57	6	0	22	50	22
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	66	7	14	14	50	14
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) TROUBLESHOOT	X	60	12	41	24	24	0
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) REMOVE	X	65	0	27	40	33	0
VARIABLE INLET GUIDE VANE LINKAGE (L-13) DISASSEMBLE	0	71	8	17	33	42	0
VARIABLE INLET GUIDE VANE LINKAGE (L-13) REPAIR	0	74	9	27	27	36	0
VARIABLE INLET GUIDE VANE LINKAGE (L-13) ASSEMBLE	0	74	9	18	36	36	0
VARIABLE INLET GUIDE VANE LINKAGE (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	70	8	17	17	58	0
VARIABLE INLET GUIDE VANE LINKAGE (L-13) TROUBLESHOOT	0	71	8	25	42	25	0
VARIABLE INLET GUIDE VANE LINKAGE (L-13) REMOVE	0	74	0	18	18	64	0
ENGINE TORQUE METER BOOST PUMP INSTALL	X	65	7	13	13	33	33
N2 POWER LEVER CONTROL TUBES TROUBLESHOOT SYSTEM	X	42	12	3	36	20	0
POWER TURBINE GOVERNOR CAMBOX REPAIR	0	59	11	22	28	33	6
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR SERVICE	X	44	4	3	33	50	4
N2 POWER TURBINE SPEED GOVERNOR OBTAIN SERVICEABLE REPLACEMENT	X	47	4	13	17	52	13
N2 POWER TURBINE SPEED GOVERNOR TROUBLESHOOT	X	49	9	35	39	17	0
N1 TACHOMETER GENERATOR TROUBLESHOOT	X	42	8	12	48	24	8
N2 TACHOMETER GENERATOR * TROUBLESHOOT	X	42	8	20	36	28	8
FUEL CONTROL DRIVE PAD SEAL OBTAIN SERVICEABLE REPLACEMENT	X	62	6	0	6	69	19
FUEL CONTROL DRIVE PAD SEAL INSTALL	0	61	6	6	29	47	12

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Task	SUPERVISORS						
	* Saying New 67N20 Must Be Able To Perform At Once With Little Direction X - 70% O - 20%	Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
STARTER DRIVE PAD SEAL (GARLOC) REMOVE	O	53	10	10	25	40	15
N1 ACCESSORY DRIVE GEAR BOX OBTAIN SERVICEABLE REPLACEMENT	X	62	6	6	13	56	19
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY REPAIR	O	72	8	8	50	33	0
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	X	57	6	6	11	56	22
IGNITION LEAD & COIL ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	X	54	5	5	16	42	32
IGNITER PLUGS TROUBLESHOOT	X	55	5	16	16	47	16
MAIN FUEL STRAINER (WAFER TYPE) REPAIR	X	45	8	13	38	29	13
FUEL DIFFERENTIAL PRESSURE SWITCH TROUBLESHOOT	X	47	8	21	33	33	4
FUEL PRESSURE TRANSMITTER TROUBLESHOOT	X	47	13	17	33	33	4
FUEL SHUT-OFF VALVE OBTAIN SERVICEABLE REPLACEMENT	X	38	4	4	15	54	23
FUEL SHUT-OFF VALVE TROUBLESHOOT	X	43	8	16	32	24	20
FUEL THERMAL RELIEF VALVE OBTAIN SERVICEABLE REPLACEMENT	X	40	4	8	16	52	20
FUEL THERMAL RELIEF VALVE TROUBLESHOOT	X	45	17	17	33	33	0
MAIN FUEL LINE CHECK VALVES OBTAIN SERVICEABLE REPLACEMENT	X	29	3	7	23	43	23
MAIN FUEL LINE CHECK VALVES REMOVE	X	28	0	10	32	32	26
STARTING FUEL SOLENOID VALVE FILTER OBTAIN SERVICEABLE REPLACEMENT	X	36	4	7	15	44	30
STARTING FUEL SOLENOID VALVE FILTER TROUBLESHOOT	X	43	4	24	24	40	8
STARTING FUEL SOLENOID VALVE OBTAIN SERVICEABLE REPLACEMENT	X	48	5	5	18	41	32
STARTING FUEL SOLENOID VALVE TROUBLESHOOT	X	52	5	29	24	38	5
FUEL AUXILIARY FLOAT SWITCH (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	X	62	6	6	19	50	19
FUEL AUXILIARY FLOAT SWITCH (C MODEL) TROUBLESHOOT	X	62	12	35	29	24	0
FUEL AUXILIARY FLOAT SWITCH (C MODEL) REMOVE	X	61	6	18	18	41	18
FUEL AUXILIARY FLOAT SWITCH (C MODEL) INSTALL	X	61	6	12	29	35	18
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L989A) TEST	X	60	11	28	44	17	0
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L989A) OBTAIN SERVICEABLE REPLACEMENT	X	56	5	5	21	47	21

	X	SUPERVISORS								
		Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)							
			0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction							
			X 20% 0 20%	0	1	2	3	4	5	
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L9&9A) TROUBLESHOOT	X	55	25	15	45	15	0			
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L9&9A) INSTALL	X	56	5	20	30	35	10			
INTERSTAGE BLEED AIR ACTUATOR (L-11&13) TROUBLESHOOT	X	53	19	33	38	10	0			
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) OBTAIN SERVICEABLE REPLACEMENT	X	51	10	5	19	48	19			
INTERSTAGE BLEED AIR BAND OBTAIN SERVICEABLE REPLACEMENT	X	47	9	4	17	43	26			
N1 TURBINE WHEEL (L-13) REPAIR	0	73	17	33	33	8	8			
N1 TURBINE WHEEL (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	66	7	7	20	40	27			
N1 TURBINE WHEEL (L-13) REMOVE	0	69	7	21	43	21	7			
N1 TURBINE WHEEL (L-13) INSTALL	0	67	7	13	53	20	7			
N2 TURBINE WHEEL (L-13) REPAIR	0	73	17	33	33	8	8			
N2 TURBINE WHEEL (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	66	7	7	20	40	27			
N2 TURBINE WHEEL (L-13) REMOVE	0	69	7	21	43	21	7			
N2 TURBINE WHEEL (L-13) INSTALL	0	67	7	13	53	20	7			
STARTING FUEL MANIFOLD PURGE	X	58	16	11	37	32	5			
STARTING FUEL MANIFOLD OBTAIN SERVICEABLE REPLACEMENT	X	55	5	10	20	45	20			
STARTING FUEL MANIFOLD TROUBLESHOOT	X	54	14	29	19	33	5			
STARTING FUEL NOZZLES OBTAIN SERVICEABLE REPLACEMENT	X	59	6	6	17	44	28			
STARTING FUEL NOZZLES TROUBLESHOOT	X	58	16	26	26	21	11			
STARTING FUEL NOZZLES * REMOVE	X	58	5	11	21	47	16			
MAIN FUEL MANIFOLD (L-5 THRU 11) OBTAIN SERVICEABLE REPLACEMENT	X	59	6	11	22	39	22			
MAIN FUEL MANIFOLD (L-5 THRU 11) TROUBLESHOOT	X	58	11	26	32	37	0			
MAIN FUEL MANIFOLD (L-5 THRU 11) REMOVE	X	60	11	6	28	50	6			
MAIN FUEL MANIFOLD (L-5 THRU 11) INSTALL	X	59	11	0	47	47	5			
MAIN FUEL MANIFOLD (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	68	7	21	14	36	21			
MAIN FUEL MANIFOLD (L-13) REMOVE	X	71	15	8	23	54	0			

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		Saying New 67N20 Must Be Able To Perform At Once With Little Direction X 20% 0 20%	SUPERVISORS					
			Amount of Direction Required by New 67N20 (%)					
			0	1	2	3	4	5
			0	1	2	3	4	5
MAIN FUEL MANIFOLD (L-13) INSTALL		0	70	7	21	29	43	0
FUEL DIVIDER & DUMP VALVE (L-13) * DISASSEMBLE		0	73	25	0	58	17	0
FUEL DIVIDER & DUMP VALVE (L-13) REPAIR		0	76	18	18	45	18	0
FUEL DIVIDER & DUMP VALVE (L-13) * ASSEMBLE		0	73	25	17	42	17	0
FUEL DIVIDER & DUMP VALVE (L-13) OBTAIN SERVICEABLE REPLACEMENT		X	73	17	8	17	42	17
FUEL DIVIDER & DUMP VALVE (L-13) TROUBLESHOOT		0	73	25	17	42	17	0
FUEL DIVIDER & DUMP VALVE (L-13) INSTALL		0	72	15	8	31	38	8
MAIN FUEL NOZZLES (L-5 THRU 11) REMOVE		X	62	12	6	35	41	6
COMBUSTION CHAMBER DRAIN VALVE OBTAIN SERVICEABLE REPLACEMENT		X	53	5	10	10	50	25
EXHAUST THERMOCOUPLE ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT		X	57	5	5	26	37	26
EXHAUST THERMOCOUPLE ASSEMBLY TROUBLESHOOT		X	59	21	26	21	26	5
ENGINE EXHAUST TAIL PIPE * REPAIR BY STOP DRILLING		X	60	0	22	17	44	17
ENGINE EXHAUST TAIL PIPE REPAIR BY WELDING		0	73	17	25	17	33	8
ENGINE OIL SHUT-OFF VALVE (B&C MODELS) OBTAIN SERVICEABLE REPLACEMENT		X	33	3	10	14	55	17
ENGINE OIL PUMP OBTAIN SERVICEABLE REPLACEMENT		X	40	4	8	23	42	23
ENGINE OIL PUMP TROUBLESHOOT		X	45	8	33	25	33	0
ENGINE OIL PRESSURE RELIEF VALVE DISASSEMBLE		0	64	13	19	44	25	0
ENGINE OIL PRESSURE RELIEF VALVE * REPAIR		0	69	14	29	43	14	0
ENGINE OIL PRESSURE RELIEF VALVE ASSEMBLE		0	64	13	19	50	19	0
ENGINE OIL PRESSURE RELIEF VALVE * ADJUST		X	50	9	23	41	27	0
ENGINE OIL PRESSURE RELIEF VALVE OBTAIN SERVICEABLE REPLACEMENT		X	47	4	4	26	43	22
ENGINE OIL PRESSURE RELIEF VALVE REMOVE		X	49	4	4	30	43	17
ENGINE OIL MANIFOLD OBTAIN SERVICEABLE REPLACEMENT		X	47	4	4	26	48	17
ENGINE OIL MANIFOLD REMOVE		X	47	4	4	29	50	13
ENGINE OIL MANIFOLD INSTALL		X	46	8	4	28	48	12

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Task	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% 0 20%	SUPERVISORS					
		Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
ENGINE OIL PRESSURE SWITCH OBTAIN SERVICEABLE REPLACEMENT	X	40	4	4	15	54	23
ENGINE OIL PRESSURE SWITCH TROUBLESHOOT	X	48	4	26	30	39	0
ENGINE OIL PRESSURE SWITCH INSTALL	X	40	7	0	26	41	26
ENGINE OIL PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	X	44	4	4	13	54	25
ENGINE OIL PRESSURE TRANSMITTER TROUBLESHOOT	X	50	9	18	32	36	5
ENGINE OIL PRESSURE TRANSMITTER INSTALL	X	42	4	4	19	46	27
ENGINE BEARING OIL STRAINERS OBTAIN SERVICEABLE REPLACEMENT	X	30	3	10	17	47	23
ENGINE (AS AN OPERATIONAL SYSTEM) *TEST WITH JET-CAL ANALYZER	X	49	22	39	26	13	0
HYDRAULIC PRESSURE RELIEF VALVE ADJUST	X	53	10	24	33	29	5
HYDRAULIC SYSTEM FILTERS (B&D MODELS) REPAIR	X	51	9	9	23	45	14
HYDRAULIC MODULES (C MODEL) DISASSEMBLE	0	57	5	37	32	16	11
HYDRAULIC MODULES (C MODEL) REPAIR	0	67	13	27	33	27	0
HYDRAULIC MODULES (C MODEL) ASSEMBLE	0	59	6	33	33	17	11
HYDRAULIC MODULES (C MODEL) TROUBLESHOOT	X	48	17	30	26	26	0
HYDRAULIC MODULES (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	X	37	4	11	26	44	15
HYDRAULIC MODULES (C MODEL) INSTALL	X	36	7	14	21	38	21
HYDRAULIC ACCUMULATOR (C MODEL) TROUBLESHOOT	X	43	8	40	36	16	0
TRANSMISSION OIL COOLER THERMO VALVE OBTAIN SERVICEABLE REPLACEMENT	X	40	4	8	15	50	23
TRANSMISSION OIL TEMP THERMO-SWITCH REPAIR BY REPLACING O-RINGS	X	39	4	22	11	41	22
TRANSMISSION OIL TEMP THERMO-SWITCH OBTAIN SERVICEABLE REPLACEMENT	X	35	4	11	14	43	29
TRANSMISSION OIL TEMP THERMO-SWITCH TROUBLESHOOT	X	38	11	25	14	50	0
TRANSMISSION OIL TEMPERATURE THERMO-BULB REPAIR BY REPLACING O-RINGS	X	41	4	23	8	42	23
TRANSMISSION OIL TEMPERATURE THERMO-BULB TROUBLESHOOT	X	40	11	26	15	48	0
TRANSMISSION OIL TEMPERATURE THERMO-BULB INSTALL	X	39	4	7	15	48	26
TRANSMISSION OIL LEVEL SIGHT GAUGE REPAIR	X	58	11	11	26	37	16

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Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X - 20% O - 20%	Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
TRANSMISSION OIL PUMP SCREEN OBTAIN SERVICEABLE REPLACEMENT	X	35	4	14	11	43	29
INTERMEDIATE GEAR BOX (42 DEG. GEAR BOX) REPAIR	O	76	9	36	27	27	0
STABILIZER BAR BALANCE	X	58	28	22	22	17	11
ANTI-DRIVE LINK ASSEMBLY (C MODEL ONLY) PACKAGE	X	19	3	11	14	54	17
TAIL ROTOR ASSEMBLY REPAIR BLADES	X	70	23	46	23	8	0
FREE AIR TEMPERATURE INDICATOR OBTAIN SERVICEABLE REPLACEMENT	X	26	3	6	19	52	19
PILOT ATTITUDE INDICATOR *ADJUST	X	70	15	38	15	23	8
COPILLOT ATTITUDE INDICATOR ADJUST	X	70	15	38	15	23	8
COPILLOT ATTITUDE INDICATOR TROUBLESHOOT	X	55	20	15	30	30	5
VERTICAL VELOCITY INDICATOR ADJUST	X	67	21	29	29	21	0
ALTIMETER TROUBLESHOOT	X	49	9	27	36	23	5
OMNI INDICATOR (CROSS POINTER) OBTAIN SERVICEABLE REPLACEMENT	X	48	5	0	18	59	18
OMNI INDICATOR (CROSS POINTER) REMOVE	X	44	4	0	21	63	13
RADIO MAGNETIC COMPASS INDICATOR OBTAIN SERVICEABLE REPLACEMENT	X	48	5	9	14	59	14
STANDBY COMPASS SERVICE BY ADDITION OF FLUID	O	75	27	18	18	36	0
STANDBY COMPASS COMPENSATE	X	61	24	24	18	29	6
STANDBY COMPASS OBTAIN SERVICEABLE REPLACEMENT	X	40	8	0	24	56	12
GAS PRODUCER (NI) TACHOMETER TEST	O	66	33	13	33	20	0
GAS PRODUCER (NI) TACHOMETER TROUBLESHOOT	X	50	14	23	32	27	5
DUAL TACHOMETER OBTAIN SERVICEABLE REPLACEMENT	X	29	3	7	20	53	17
TORQUE METER INDICATOR INSTALL	X	27	3	6	16	53	22
GENERATOR LOADMETER OBTAIN SERVICEABLE REPLACEMENT	X	34	4	7	19	52	19
GENERATOR LOADMETER TROUBLESHOOT	X	52	14	29	19	38	0
GENERATOR LOADMETER INSTALL	X	36	4	7	18	46	25
DC VOLTMETER OBTAIN SERVICEABLE REPLACEMENT	X	33	4	7	18	50	21

Task		SUPERVISORS					
		% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% 0 20%	Amount of Direction Required by New 67N20 (%)				
			0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction				
			0	1	2	3	4 5
DC VOLT METER TROUBLESHOOT	X	52	14	29	24	29	5
AC VOLT METER OBTAIN SERVICEABLE REPLACEMENT	X	34	4	7	19	48	22
AC VOLT METER TROUBLESHOOT	X	52	14	29	24	29	5
TRANSMISSION & ENGINE OIL PRESSURE INDICATORS TROUBLESHOOT	X	52	14	24	24	33	5
EXHAUST TEMPERATURE INDICATOR TEST	O	59	22	28	39	11	0
FUEL PRESSURE INDICATOR TROUBLESHOOT	X	51	19	24	19	33	5
PITOT STATIC SYSTEM PURGE	X	39	19	15	33	30	4
HEATER CONTROL PANEL DISASSEMBLE	O	77	20	20	20	30	10
HEATER CONTROL PANEL REPAIR	O	79	22	22	22	33	0
HEATER CONTROL PANEL ASSEMBLE	O	77	20	20	20	30	10
HEATER CONTROL PANEL OBTAIN SERVICEABLE REPLACEMENT	X	73	9	18	18	36	18
HEATER CONTROL PANEL TROUBLESHOOT	O	72	17	25	17	33	8
HEATING & BLEED AIR SEPARATOR VALVE CONTROL DISASSEMBLE	O	74	27	18	36	18	0
HEATING & BLEED AIR SEPARATOR VALVE CONTROL REPAIR	O	74	36	18	27	18	0
HEATING & BLEED AIR SEPARATOR VALVE CONTROL ASSEMBLE	O	74	36	9	36	18	0
HEATING & BLEED AIR SEPARATOR VALVE CONTROL ADJUST	X	65	20	27	33	20	0
HEATING & BLEED AIR SEPARATOR VALVE CONTROL OBTAIN SERVICEABLE REPLACEMENT	X	63	7	13	13	40	27
HEATING & BLEED AIR SEPARATOR VALVE CONTROL TROUBLESHOOT	X	64	27	20	27	27	0
HEATING & BLEED AIR SEPARATOR VALVE CONTROL REMOVE	X	62	0	19	13	56	13
HEATING & BLEED AIR SEPARATOR VALVE CONTROL INSTALL	X	62	6	13	19	50	13
CABIN FLOOR REGISTERS AND DUCTS OBTAIN SERVICEABLE REPLACEMENT	X	39	4	16	12	48	20
CABIN FLOOR REGISTERS AND DUCTS REPAIR	O	64	20	13	20	40	7
HOT AIR MIXING VALVE DISASSEMBLE	O	72	8	25	33	25	8
HOT AIR MIXING VALVE OBTAIN SERVICEABLE REPLACEMENT	X	59	6	18	6	47	24
HOT AIR MIXING VALVE INSTALL	X	60	6	12	12	47	24

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Task	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% O < 20%	SUPERVISORS					
		Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
NOISE SUPPRESSORS OBTAIN SERVICEABLE REPLACEMENT	X	59	6	24	6	41	24
NOISE SUPPRESSORS REMOVE	X	57	11	22	0	50	17
NOISE SUPPRESSORS INSTALL	X	56	16	16	11	42	16
HEATER BLEED AIR SELECTOR VALVE OBTAIN SERVICEABLE REPLACEMENT	X	66	7	14	0	43	36
HEATER BLEED AIR SELECTOR VALVE TROUBLESHOOT	X	65	7	33	7	53	0
HEATER BLEED AIR SELECTOR VALVE INSTALL	X	64	0	20	7	47	27
FOUR WAY CONTROL VALVE SOLENOID OBTAIN SERVICEABLE REPLACEMENT	X	63	7	13	7	47	27
FOUR WAY CONTROL VALVE SOLENOID TROUBLESHOOT	X	65	20	20	13	47	0
FOUR WAY CONTROL VALVE SOLENOID INSTALL	X	62	6	19	6	50	19
BLEED AIR FOUR WAY CONTROL VALVE OBTAIN SERVICEABLE REPLACEMENT	X	63	7	20	0	47	27
BLEED AIR FOUR WAY CONTROL VALVE TROUBLESHOOT	X	65	13	27	13	47	0
BLEED AIR FOUR WAY CONTROL VALVE REMOVE	X	60	0	24	0	47	29
BLEED AIR FOUR WAY CONTROL VALVE INSTALL	X	62	6	19	6	44	25
DEFROSTER CONTROL VALVE OBTAIN SERVICEABLE REPLACEMENT	X	66	7	21	7	36	29
DEFROSTER CONTROL VALVE REMOVE	X	63	0	25	13	38	25
DEFROSTER CONTROL VALVE INSTALL	X	64	0	27	13	40	20
DEFROSTER NOZZLES REPAIR	O	72	17	8	58	17	0
DEFROSTER NOZZLES OBTAIN SERVICEABLE REPLACEMENT	X	63	7	20	13	40	20
DEFROSTER NOZZLES REMOVE	X	60	0	24	12	47	18
FOOT WARMER CONTROL REPAIR	O	76	10	20	40	30	0
FOOT WARMER CONTROL OBTAIN SERVICEABLE REPLACEMENT	X	70	8	17	8	42	25
FOOT WARMER CONTROL REMOVE	X	67	0	21	7	57	14
FOOT WARMER CONTROL INSTALL	X	68	0	23	8	62	8
FOOT WARMER VALVE RIG	O	74	9	27	36	27	0
FOOT WARMER VALVE OBTAIN SERVICEABLE REPLACEMENT	X	70	8	17	8	42	25

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Task	Saying New 67H20 Must Be Able To Perform At Once With Little Direction	SUPERVISORS					
		Amount of Direction Required by New 67H20 (1-5)					
		0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
		X, 20% 0 20%	0	1	2	3	4 5
FOOT WARMER VALVE REMOVE	X	67	0	21	7	57	14
FOOT WARMER VALVE INSTALL	X	68	0	23	8	62	8
AIR SCOP ASSEMBLIES REPAIR	X	49	14	14	23	36	14
AIR SCOP PAN DRAIN TUBES OBTAIN SERVICEABLE REPLACEMENT	X	36	4	11	11	48	26
AIR SCOP PAN DRAIN TUBES REMOVE	X	40	0	15	8	54	23
AIR SCOP PAN DRAIN TUBES INSTALL	X	39	0	15	7	56	22
AUXILIARY FUEL SYSTEM DISASSEMBLE	0	68	14	14	50	21	0
AUXILIARY FUEL SYSTEM ASSEMBLE	0	66	20	27	33	20	0
UNIVERSAL PYLON (EXTERNAL STORES) DISASSEMBLE	X	57	5	21	11	58	5
UNIVERSAL PYLON (EXTERNAL STORES) REPAIR	0	61	12	18	29	35	6
UNIVERSAL PYLON (EXTERNAL STORES) ASSEMBLE	X	57	5	21	16	53	5
UNIVERSAL PYLON (EXTERNAL STORES) ADJUST	X	61	12	18	24	47	0
UNIVERSAL PYLON (EXTERNAL STORES) *OBTAIN SERVICEABLE REPLACEMENT	X	55	5	5	26	42	21
MASTER CAUTION PANEL REPAIR	0	70	23	15	23	23	15
BATTERY (NICAD) REPAIR	0	68	21	23	14	21	14
BATTERY (NICAD) TROUBLESHOOT	X	47	13	22	30	26	9
BATTERY SUMP JAR (D MODEL) INSTALL	X	26	0	9	22	41	28
RELAYS (PRIMARY, DC SYSTEM) OBTAIN SERVICEABLE REPLACEMENT	X	45	4	4	26	43	22
RELAYS (PRIMARY, DC SYSTEM) TROUBLESHOOT	X	59	28	11	33	28	0
RELAYS (PRIMARY, DC SYSTEM) INSTALL	X	48	0	9	30	52	9
MAIN GENERATOR (ON TRANSMISSION) REPAIR	0	82	25	13	38	25	0
STANDBY GENERATOR (STARTER-GENERATOR) REPAIR	0	82	25	13	38	25	0
STANDBY GENERATOR (STARTER-GENERATOR) TROUBLESHOOT	X	48	22	26	36	7	9
VOLTAGE REGULATOR OBTAIN SERVICEABLE REPLACEMENT	X	33	4	7	18	50	21
REVERSE CURRENT RELAY OBTAIN SERVICEABLE REPLACEMENT	X	39	4	12	12	46	27

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Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% 0 - 20%	Amount of Direction Required by New 67N20 (%)					
		0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
REVERSE CURRENT RELAY TROUBLESHOOT	X	53	24	29	29	14	5
REVERSE CURRENT RELAY REMOVE	X	42	0	12	24	44	20
REVERSE CURRENT RELAY INSTALL	X	42	0	12	24	44	20
GENERATOR FIELD CONTROL RELAY OBTAIN SERVICEABLE REPLACEMENT	X	40	4	8	20	44	24
GENERATOR FIELD CONTROL RELAY TROUBLESHOOT	X	51	23	18	41	14	5
GENERATOR FIELD CONTROL RELAY REMOVE	X	44	0	13	25	46	17
GENERATOR FIELD CONTROL RELAY INSTALL	X	44	0	13	25	50	13
BUS CONTROL RELAY OBTAIN SERVICEABLE REPLACEMENT	X	45	4	9	22	39	26
BUS CONTROL RELAY TROUBLESHOOT	X	56	30	20	25	20	5
BUS CONTROL RELAY REMOVE	X	49	5	9	27	45	14
BUS CONTROL RELAY INSTALL	X	49	5	9	27	45	14
OVERVOLTAGE RELAY OBTAIN SERVICEABLE REPLACEMENT	X	40	4	12	16	40	28
OVERVOLTAGE RELAY TROUBLESHOOT	X	53	24	24	29	14	10
OVERVOLTAGE RELAY REMOVE	X	44	4	8	25	42	21
TRANSMISSION SIGHT GAUGE LIGHT TROUBLESHOOT	X	44	8	29	21	33	8
LANDING LIGHT ASSEMBLY TROUBLESHOOT	X	45	13	25	29	25	8
EXTERNAL POWER RECEPTACLE OBTAIN SERVICEABLE REPLACEMENT	X	45	4	13	13	43	26
EXTERNAL POWER RECEPTACLE TROUBLESHOOT	X	52	14	29	29	19	10
EXTERNAL POWER DOOR LIMIT SWITCH ADJUST	X	53	15	10	40	25	10
EXTERNAL POWER DOOR LIMIT SWITCH TEST	X	57	11	11	47	21	11
EXTERNAL POWER DOOR LIMIT SWITCH OBTAIN SERVICEABLE REPLACEMENT	X	45	4	13	17	35	30
EXTERNAL POWER DOOR LIMIT SWITCH TROUBLESHOOT	X	55	15	20	30	25	10
EXTERNAL POWER DOOR LIMIT SWITCH REMOVE	X	49	5	14	18	41	23
EXTERNAL POWER DOOR LIMIT SWITCH INSTALL	X	48	4	13	26	35	22
FIRE WARNING LIGHT REPAIR	O	64	25	13	19	31	13

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Task		SUPERVISORS						
		% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X 20% O 20%	Amount of Direction Required by New 67N20 (%)					
			0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
			0	1	2	3	4	5
FIRE WARNING LIGHT OBTAIN SERVICEABLE REPLACEMENT	X	45	9	4	22	35	30	
RHEOSTATS TROUBLESHOOT	X	52	19	19	24	33	5	
RHEOSTATS REMOVE	X	44	4	13	17	50	17	
RHEOSTATS INSTALL	X	43	4	12	20	48	16	
THERMOCOUPLE LEAD SPOOL RESISTOR ADJUST	O	69	29	14	43	14	0	
THERMOCOUPLE LEAD SPOOL RESISTOR OBTAIN SERVICEABLE REPLACEMENT	X	53	10	5	30	30	25	
THERMOCOUPLE LEAD SPOOL RESISTOR TEST	O	64	25	13	44	13	6	
THERMOCOUPLE LEAD SPOOL RESISTOR TROUBLESHOOT	O	64	25	19	38	13	6	
THERMOCOUPLE LEAD SPOOL RESISTOR REMOVE	X	59	6	11	22	44	17	
THERMOCOUPLE LEAD SPOOL RESISTOR INSTALL	X	59	6	11	28	39	17	
HYDRAULIC BYPASS SOLENOID VALVE DISASSEMBLE	O	70	23	8	38	31	0	
HYDRAULIC BYPASS SOLENOID VALVE ASSEMBLE	O	70	23	15	31	31	0	
HYDRAULIC BYPASS SOLENOID VALVE OBTAIN SERVICEABLE REPLACEMENT	X	44	4	4	21	42	29	
RPM LIMIT WARNING SYSTEM *ADJUST	X	55	15	40	20	20	5	
RPM LIMIT WARNING SYSTEM OBTAIN SERVICEABLE REPLACEMENT	X	44	4	8	17	42	29	
RPM LIMIT WARNING SYSTEM TROUBLESHOOT	X	50	18	41	18	18	5	
RPM LIMIT WARNING SYSTEM REMOVE	X	45	0	21	21	38	21	
RPM LIMIT WARNING SYSTEM INSTALL	X	44	0	20	24	36	20	
INVERTERS OBTAIN SERVICEABLE REPLACEMENT	X	43	4	0	21	46	29	
28 VOLT AC TRANSFORMER OBTAIN SERVICEABLE REPLACEMENT	X	48	9	5	14	41	32	
28 VOLT AC TRANSFORMER REMOVE	X	47	4	13	17	43	22	
TORQUE PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	X	40	4	8	20	40	28	
TORQUE PRESSURE TRANSMITTER TROUBLESHOOT	X	52	14	24	33	19	10	
TORQUE PRESSURE TRANSMITTER REMOVE	X	40	0	15	23	38	23	
HYDRAULIC PRESSURE WARNING SWITCH OBTAIN SERVICEABLE REPLACEMENT	X	40	8	4	16	44	28	

Task	SUPERVISORS						
	* Saying New 6/N20 Must Be Able To Perform At Once With Little Direction X 20% 0 20%	Amount of Direction Required by New 6/N20 (%)					
		0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
		0	1	2	3	4	5
HYDRAULIC PRESSURE WARNING SWITCH TROUBLESHOOT	X	48	13	22	30	30	4
HYDRAULIC PRESSURE WARNING SWITCH INSTALL	X	39	4	11	19	48	19
TRANSMISSION OIL PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	X	36	4	4	19	48	26
TRANSMISSION OIL PRESSURE TRANSMITTER INSTALL	X	34	0	10	21	45	24
OVERHEAD CONSOLE OBTAIN SERVICEABLE REPLACEMENT	X	47	13	9	9	52	17
OVERHEAD CONSOLE TROUBLESHOOT	X	55	15	30	30	25	0
OVERHEAD CONSOLE REMOVE	X	44	4	13	21	50	13
OVERHEAD CONSOLE INSTALL	X	44	4	8	25	50	13
CONTROL PANELS REPAIR	0	68	21	7	29	36	7
CONTROL PANELS TROUBLESHOOT	X	52	14	33	33	19	0
CONTROL PANELS INSTALL	X	37	0	7	30	52	11
AC & DC CIRCUIT BREAKERS & PANELS REPAIR	0	66	20	20	20	33	7
AC & DC CIRCUIT BREAKERS & PANELS OBTAIN SERVICEABLE REPLACEMENT	X	44	13	8	17	42	21
AC & DC CIRCUIT BREAKERS & PANELS TROUBLESHOOT	X	55	20	25	30	20	5
AC & DC CIRCUIT BREAKERS & PANELS REMOVE	X	42	4	12	20	48	16
AC & DC CIRCUIT BREAKERS & PANELS INSTALL	X	42	4	12	16	48	20
TERMINAL BOARDS AND WIRING OBTAIN SERVICEABLE REPLACEMENT	X	50	14	5	18	50	14
TERMINAL BOARDS AND WIRING TROUBLESHOOT	0	57	26	16	26	26	5
TERMINAL BOARDS AND WIRING REPAIR	0	61	24	18	29	24	6
TERMINAL BOARDS AND WIRING REMOVE	X	59	6	11	33	39	11
TERMINAL BOARDS AND WIRING INSTALL	0	59	11	6	28	44	11

28.4

## **Appendix L**

### **DS/GS LEVEL: MISCELLANEOUS TASKS PERFORMED, BY EXPERIENCE LEVEL GROUP**

Appendix L is the DS/GS counterpart of Appendix F.

Task	MECHANICS AND CREWCHIEFS										SUPERVISORS															
	Months of UH-1H Maintenance Experience	Percent Performing or Assisting	Number of G/H20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of G/H20 Duty MOS (%)					Your Proficiency In Performing Task (%)					% Saying New G/H20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New G/H20 (%)						
				1 - 0 2 - 12 3 - 36 4 - 720 5 - 11+					1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent												
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5			0	1	2	3	4	5
GROUND HANDLING OF AIRCRAFT	0-6	99	12	3	17	58	17	0	33	33	0	25	8	0	0	17	25	58		X	9	15	15	29	37	5
	7-12	75	20	5	15	50	10	20	47	16	21	5	11	5	0	40	30	25								
	13+	84	13	31	15	8	15	31	--	--	--	--	--	--	0	0	46	31	23							
INTERMEDIATE INSPECTIONS	0-6	50	4	50	25	25	0	0	25	0	0	75	0	0	0	50	25	25		X	33	13	47	30	10	0
	7-12	59	14	43	36	21	0	0	7	36	36	7	14	7	0	71	7	14								
	13+	79	11	73	18	9	0	0	--	--	--	--	--	--	0	0	9	73	18							
PERIODIC INSPECTIONS	0-6	50	7	14	29	57	0	0	29	29	0	43	0	0	0	57	29	14		X	20	17	42	31	11	0
	7-12	63	17	18	47	18	12	6	19	25	31	6	19	6	6	59	24	6								
	13+	89	13	62	23	15	0	0	--	--	--	--	--	--	0	0	23	62	15							
DAILY INSPECTIONS	0-6	44	7	29	29	29	0	14	29	14	0	43	14	0	0	43	43	14		X	18	11	27	30	30	3
	7-12	75	21	57	10	19	0	14	10	33	29	10	19	5	5	62	19	10								
	13+	79	14	43	21	7	0	29	--	--	--	--	--	--	0	7	14	57	21							
POL HANDLING	0-6	32	2	0	99	0	0	0	0	0	0	50	50	0	0	0	50	50		X	18	14	16	30	38	3
	7-12	36	8	43	14	43	0	0	25	13	25	25	13	13	0	75	0	13								
	13+	26	4	50	0	25	0	25	--	--	--	--	--	--	0	0	50	0	50							
SLING LOADING OF AIRCRAFT	0-6	33	4	25	75	0	0	0	25	25	0	25	25	0	0	50	25	25		X	33	13	37	37	13	0
	7-12	24	5	75	25	0	0	0	40	20	20	20	0	20	20	40	20	0								
	13+	26	3	67	33	0	0	0	--	--	--	--	--	--	0	0	33	33	33							
PREPARING AIRCRAFT FOR SHIPMENT	0-6	22	3	99	0	0	0	0	0	0	0	50	50	0	0	50	0	50		X	41	22	37	26	15	0
	7-12	27	8	75	13	0	13	0	13	50	0	13	25	0	13	38	38	13								
	13+	47	4	75	25	0	0	0	--	--	--	--	--	--	0	0	25	50	25							
INTERNAL LOADING OF AIRCRAFT	0-6	17	2	99	0	0	0	0	50	0	0	50	0	0	0	99	0	0		X	31	10	16	45	26	3
	7-12	18	3	33	33	33	0	0	0	33	33	0	33	33	0	67	0	0								
	13+	26	2	50	0	0	0	50	--	--	--	--	--	--	0	0	0	50	50							
PAINTING OF AIRCRAFT	0-6	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	61	11	17	28	39	6
	7-12	18	2	50	0	50	0	0	0	0	50	50	0	0	50	50	0	0								
	13+	26	3	67	0	33	0	0	--	--	--	--	--	--	0	0	0	67	33							
AIRCRAFT RECOVERY DUTIES	0-6	17	3	33	33	33	0	0	0	67	0	33	0	0	0	33	33	33		X	29	19	28	34	16	3
	7-12	18	5	50	25	0	25	0	20	20	40	20	0	0	0	99	0	0								
	13+	26	3	33	67	0	0	0	--	--	--	--	--	--	0	0	33	33	33							
DOOR GUNNER DUTIES	0-6	17	2	99	0	0	0	0	0	0	0	50	50	0	0	50	0	50		X	43	8	20	28	28	16
	7-12	30	8	38	38	13	0	13	25	13	25	25	13	13	0	63	25	0								
	13+	42	9	63	25	0	0	13	--	--	--	--	--	--	0	0	38	25	38							
ACCEPTANCE INSPECTIONS	0-6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		X	40	26	52	15	7	0
	7-12	19	5	60	0	40	0	0	25	25	0	25	25	0	25	50	25	0								
	13+	33	4	50	50	0	0	0	--	--	--	--	--	--	0	0	0	99	0							
LOADING AMMUNITION INTO AIRCRAFT WEAPONS SYSTEM	0-6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		X	76	18	27	36	18	0
	7-12	12	2	99	0	0	0	0	0	99	0	0	0	0	50	0	50	0								
	13+	21	4	75	25	0	0	0	--	--	--	--	--	--	0	0	0	75	25							

	0-6 7-12 13+	0 1 2	3 4 5	6 7 8	9 10 11	12 13 14	15 16 17	18 19 20	19 20 21	22 23 24	25 26 27	28 29 30	31 32 33	34 35 36	37 38 39	40 41 42	43 44 45	46 47 48	49 50 51	52 53 54	55 56 57	58 59 60	61 62 63	64 65 66	67 68 69	70 71 72	73 74 75	76 77 78	79 80 81	82 83 84	85 86 87	88 89 90	91 92 93	94 95 96	97 98 99	100 101 102	103 104 105	106 107 108	109 110 111	112 113 114	115 116 117	118 119 120	121 122 123	124 125 126	127 128 129	130 131 132	133 134 135	136 137 138	139 140 141	142 143 144	145 146 147	148 149 150	151 152 153	154 155 156	157 158 159	160 161 162	163 164 165	166 167 168	169 170 171	172 173 174	175 176 177	178 179 180	181 182 183	184 185 186	187 188 189	190 191 192	193 194 195	196 197 198	199 200 201	202 203 204	205 206 207	208 209 210	211 212 213	214 215 216	217 218 219	220 221 222	223 224 225	226 227 228	229 230 231	232 233 234	235 236 237	238 239 240	241 242 243	244 245 246	247 248 249	250 251 252	253 254 255	256 257 258	259 260 261	262 263 264	265 266 267	268 269 270	271 272 273	274 275 276	277 278 279	280 281 282	283 284 285	286 287 288	289 290 291	292 293 294	295 296 297	298 299 300	301 302 303	304 305 306	307 308 309	310 311 312	313 314 315	316 317 318	319 320 321	322 323 324	325 326 327	328 329 330	331 332 333	334 335 336	337 338 339	340 341 342	343 344 345	346 347 348	349 350 351	352 353 354	355 356 357	358 359 360	361 362 363	364 365 366	367 368 369	370 371 372	373 374 375	376 377 378	379 380 381	382 383 384	385 386 387	388 389 390	391 392 393	394 395 396	397 398 399	400 401 402	403 404 405	406 407 408	409 410 411	412 413 414	415 416 417	418 419 420	421 422 423	424 425 426	427 428 429	430 431 432	433 434 435	436 437 438	439 440 441	442 443 444	444 445 446	447 448 449	450 451 452	453 454 455	456 457 458	459 460 461	462 463 464	465 466 467	468 469 470	471 472 473	474 475 476	477 478 479	480 481 482	483 484 485	486 487 488	489 490 491	492 493 494	495 496 497	498 499 500	501 502 503	504 505 506	506 507 508	509 510 511	512 513 514	515 516 517	518 519 520	521 522 523	524 525 526	527 528 529	530 531 532	532 533 534	535 536 537	538 539 540	541 542 543	544 545 546	547 548 549	550 551 552	553 554 555	556 557 558	559 560 561	562 563 564	565 566 567	568 569 570	571 572 573	574 575 576	577 578 579	580 581 582	583 584 585	586 587 588	589 590 591	592 593 594	595 596 597	598 599 600	601 602 603	604 605 606	607 608 609	610 611 612	613 614 615	616 617 618	619 620 621	622 623 624	625 626 627	628 629 630	631 632 633	634 635 636	637 638 639	640 641 642	643 644 645	646 647 648	649 650 651	652 653 654	655 656 657	658 659 660	660 661 662	663 664 665	666 667 668	669 670 671	672 673 674	675 676 677	678 679 680	681 682 683	684 685 686	687 688 689</
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## Appendix M

### DS/GS LEVEL: MAINTENANCE-RELATED EQUIPMENT USED, BY EXPERIENCE GROUP

Appendix M is the DS/GS counterpart of Appendix G.

Equipment	MECHANICS AND CREWCHIEFS														SUPERVISORS																								
	Months of UH-1 Maintenance Experience	Percent Using	% Saying Equip Avail	# Times Used Past Month (#)					First Use After Afloat of 67N20 Duty MOS (%)					Your Proficiency in Using Equipment (%)	% Saying New 67N20 Must Be Able To Use All Orca With Little Direction	Amount of Direction Required by New 67N20 (%)					0 - Not observed or equipment not used 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Very little 5 - No direction	X > 20% 0 < 20%	0	1	2	3	4	5											
				1-0 1-0 2-1 3-2 4-3 5-11					1-1st month 2-2nd or 3rd month 3-4th to 6th month 4-7th to 12th month 5-After 12 months																														
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5																					
WORK STANDS	0-6 7-12 13+	89 97 95	100 97 100	19 7 17	13 20 11	25 43 22	13 17 17	31 17 33	50 25 --	0 13 --	13 10 --	13 3 --	13 10 --	0 3 0	0 6 0	20 30 28	40 17 33	40 17 33	X	11	5	10	23	43	20														
GROUND HANDLING WHEELS	0-6 7-12 13+	88 97 89	100 97 100	13 10 100	7 21 24	51 34 12	20 14 24	7 14 24	40 40 --	33 30 --	0 13 --	13 3 --	13 10 --	7 3 0	0 4 0	14 52 41	21 24 12	57 21 12	X	11	0	13	35	35	18														
TOW BAR	0-6 7-12 13+	76 88 89	100 97 100	8 18 24	15 14 24	54 32 12	15 14 12	8 14 29	38 39 --	31 21 --	0 15 --	15 4 --	15 11 --	8 4 0	0 4 0	17 46 41	25 25 35	50 21 24	X	11	3	10	23	44	21														
AUXILIARY POWER UNIT (APU)	0-6 7-12 13+	60 88 84	100 97 100	100 50 50	33 32 25	56 14 19	11 4 0	0 6 0	33 21 --	22 31 --	11 34 --	11 10 --	22 10 --	0 4 0	13 4 0	38 57 38	25 25 44	25 11 13	X	22	11	14	34	34	6														
TUG	0-6 7-12 13+	57 85 70	100 97 100	0 89 100	38 26 29	25 13 14	13 35 0	25 22 57	25 48 --	13 13 --	25 22 --	25 0 --	25 17 --	0 4 0	14 0 0	29 52 43	16 17 43	43 17 6	X	36	10	21	28	34	7														
TRACKING FLAG	0-6 7-12 13+	53 90 95	100 97 100	33 36 39	33 29 33	11 32 17	11 4 0	11 11 11	33 25 --	33 29 --	0 11 --	11 7 0	22 14 --	0 7 0	11 11 6	22 39 28	22 29 61	44 14 6	X	13	3	23	41	31	3														
TRIM TAB BENDER	0-6 7-12 13+	53 88 89	100 97 100	44 39 35	33 25 41	11 36 18	11 36 0	11 36 0	33 25 --	44 39 --	0 11 --	11 7 0	11 14 --	0 7 0	0 11 6	22 39 29	33 29 6	44 14 6	X	13	5	28	31	28	8														
CABLE TENSIONMETER	0-6 7-12 13+	47 81 84	100 97 100	38 52 69	38 32 19	25 12 13	0 4 0	0 0 0	50 28 --	25 36 --	0 13 --	13 4 --	13 12 --	0 4 0	13 20 0	13 44 50	25 24 13	25 18 13	X	16	3	32	34	26	5														
TAIL ROTOR SPANNER WRENCH	0-6 7-12 13+	47 83 89	100 97 100	63 28 47	13 44 41	25 24 12	0 4 0	0 4 0	38 38 --	38 19 --	0 13 --	13 6 --	13 19 --	0 4 0	13 11 6	38 44 59	38 29 6	38 11 6	X	16	0	21	32	37	11														
AIR COMPRESSOR	0-6 7-12 13+	44 57 61	100 97 100	38 41 45	25 29 27	13 24 9	25 6 9	0 6 9	25 38 --	38 28 --	0 25 --	13 6 --	13 6 --	0 9 0	0 18 0	29 41 45	43 24 36	29 18 18	X	22	11	9	46	29	6														
JACKS	0-6 7-12 13+	44 77 67	100 97 100	43 52 67	29 39 17	29 39 17	0 4 0	0 4 0	57 35 --	14 26 --	0 29 --	29 4 --	29 9 --	0 0 0	0 4 0	29 52 42	43 30 50	29 13 8	X	11	3	20	25	40	13														
BLADE ALIGNMENT SCOPE	0-6 7-12 13+	41 73 72	100 97 100	29 41 46	71 50 54	0 9 0	0 0 0	0 0 0	14 23 --	43 32 --	0 29 --	29 5 --	14 18 --	0 5 0	0 14 8	29 45 38	14 27 54	14 9 0	X	33	6	45	29	19	0														
HOIST (CHERRY PICKER)	0-6 7-12 13+	40 62 46	100 86 100	0 5 50	33 8 33	67 8 17	0 0 0	0 0 0	17 50 --	33 17 --	0 17 --	33 17 --	17 0 --	0 8 0	0 17 0	17 33 67	33 50 33	50 17 33	X	36	3	38	21	34	3														



WRECKER	0-6	40	100	17	17	33	33	0	50	33	0	17	0	0	0	17	50	33	X	47	17	25	29	25	4
	7-12	52	93	20	47	27	0	7	14	7	43	14	21	0	11	0	17	50	33						
	13+	53	100	22	44	33	0	0	--	--	--	--	--	--	--	--	0	78	11						
DYE PENETRANT INSPECTION KIT	0-6	38	100	33	50	17	0	0	17	67	0	17	0	0	0	17	50	33	X	26	12	29	35	24	0
	7-12	61	100	42	47	5	5	0	37	16	32	0	16	5	11	58	16	11							
	13+	71	100	75	25	0	0	0	--	--	--	--	--	--	--	--	0	33	67	0					
VERNIER DEPTH GAUGE	0-6	29	100	50	50	0	0	0	0	50	0	50	0	0	0	25	0	75	X	41	15	52	19	15	0
	7-12	36	100	88	13	0	0	0	50	33	17	0	0	17	17	50	17	0							
	13+	28	100	40	60	0	0	0	--	--	--	--	--	--	--	--	0	20	60	0					
PROP PROTRACTOR	0-6	27	100	25	75	0	0	0	25	25	0	25	25	0	0	33	33	33	X	27	9	39	33	15	3
	7-12	43	100	75	25	0	0	0	30	10	40	0	20	10	10	60	20	0							
	13+	65	100	82	9	9	0	0	--	--	--	--	--	--	--	--	0	55	45	0					
RIGGING FIXTURE	0-6	27	100	50	25	25	0	0	33	33	0	33	0	0	0	0	0	99	X	18	8	32	41	19	0
	7-12	52	100	71	21	7	0	0	25	25	25	0	25	0	17	42	33	8							
	13+	50	100	67	11	22	0	0	--	--	--	--	--	--	--	--	0	33	67	0					
BALANCE STAND MAIN ROTOR ASSEMBLY	0-6	25	100	0	99	0	0	0	0	67	0	33	0	0	0	0	0	50	X	61	17	33	22	28	0
	7-12	41	100	45	45	9	0	0	40	20	30	0	10	0	10	50	20	20							
	13+	35	100	17	67	17	0	0	--	--	--	--	--	--	--	--	0	33	67	0					
DIAL INDICATOR	0-6	20	100	33	67	0	0	0	33	33	0	33	0	0	0	0	0	99	X	22	6	34	37	20	3
	7-12	37	100	80	20	0	0	0	38	25	38	0	0	13	13	63	13	0							
	13+	42	100	63	25	13	0	0	--	--	--	--	--	--	--	--	0	38	63	0					
GENERATORS (LIGHT PLANT)	0-6	20	100	67	33	0	0	0	33	33	0	33	0	0	0	0	0	99	X	39	7	43	29	21	0
	7-12	25	96	50	33	17	0	0	17	0	50	0	33	0	17	67	0	17							
	13+	27	100	75	0	25	0	0	--	--	--	--	--	--	--	--	0	50	50	0					
MICROMETER	0-6	19	100	67	33	0	0	0	67	0	0	33	0	0	0	33	0	67	X	36	17	45	21	17	0
	7-12	38	100	56	44	0	0	0	25	38	25	0	13	0	25	50	25	0							
	13+	31	100	80	20	0	0	0	--	--	--	--	--	--	--	--	0	40	60	0					
FORK LIFT	0-6	15	100	99	0	0	0	0	50	0	0	50	0	0	0	0	0	50	X	60	11	44	28	17	0
	7-12	24	100	50	0	17	17	0	17	50	0	33	0	33	33	50	17	0							
	13+	36	100	50	50	0	0	0	--	--	--	--	--	--	--	--	0	99	0						
STEAM JENNY	0-6	14	86	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	67	20	20	33	27	0
	7-12	41	88	57	43	0	0	0	0	17	33	17	33	0	20	40	40	0							
	13+	29	100	99	0	0	0	0	--	--	--	--	--	--	--	--	0	50	50	0					
PORTABLE LIGHTING SET	0-6	14	100	0	50	0	50	0	0	99	0	0	0	0	0	0	50	50	X	19	3	19	35	35	8
	7-12	50	100	71	14	14	0	0	36	29	21	7	7	8	8	62	15	8							
	13+	73	100	55	36	0	0	9	--	--	--	--	--	--	--	--	0	18	36	27	18				
ENGINE ALIGNMENT TOOL	0-6	13	100	99	0	0	0	0	50	0	0	50	0	0	0	0	50	50	X	24	20	31	34	11	3
	7-12	59	100	81	19	0	0	0	13	33	33	0	20	0	13	40	40	7							
	13+	28	100	60	40	0	0	0	--	--	--	--	--	--	--	--	0	20	80	0					
WEIGHING SCALES - AIRCRAFT	0-6	9	100	99	0	0	0	0	99	0	0	0	0	0	0	0	99	0	0	65	25	63	6	6	0
	7-12	24	88	99	0	0	0	0	0	0	0	50	0	50	0	50	50	0							
	13+	30	100	33	67	0	0	0	--	--	--	--	--	--	--	--	0	99	0						
HAND FUEL PUMP AND HOSES	0-6	9	100	0	0	99	0	0	0	0	0	99	0	0	0	99	0	0	X	43	4	31	12	38	15
	7-12	33	100	67	33	0	0	0	14	29	29	0	29	0	17	50	0	33							
	13+	31	100	50	25	25	0	0	--	--	--	--	--	--	--	--	0	50	50	0					
HYDRAULIC MULE	0-6	8	100	99	0	0	0	0	99	0	0	0	0	0	0	0	0	99	X	39	18	50	25	4	4
	7-12	45	100	54	38	8	0	0	15	15	46	8	15	8	25	42	8	17							
	13+	53	100	56	33	11	0	0	--	--	--	--	--	--	--	--	0	44	56	0					

Equipment	MECHANICS AND CREWMEN										SUPERVISORS									
	Months of UH 1 Maintenance Experience	Percent Using	% Sying Equip- ment Avail- able	# Times Used Past Month (%)					First Use After Award of 61N20 Duty MOS (%)					Your Proficiency in Using Equipment (%)					% Sying New 61N20 Must Be Able To Use All Once With Little Direction	Amount of Direction Required by New 61N20 (%)
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		
MAGNA-FLUX EQUIPMENT	0-6 7-12 13+	8 27 17	100 95 100	99 67 99	0 33 0	0 0 0	0 0 0	0 0 0	0 20 --	99 40 --	0 20 --	0 0 --	0 0 --	0 0 0	99 80 50	0 20 50	0 0 0	0 0 0	X	72 31 62
HYDRONETER	0-6 7-12 13+	7 12 24	100 96 100	99 67 75	0 33 25	0 0 0	0 0 0	0 0 0	99 0 --	0 0 --	0 99 --	0 0 --	0 0 --	0 0 0	99 0 50	0 0 50	0 0 0	0 0 0	X	63 12 24
BALANCE STAND TAIL ROTOR ASSEMBLY	0-6 7-12 13+	7 24 20	100 100 100	99 57 67	0 14 33	0 0 0	0 0 0	0 0 0	99 40 --	0 20 --	0 0 --	0 0 --	0 0 --	0 0 0	99 60 33	0 20 33	0 0 0	0 0 0	X	59 11 37
JET-CAL ANALYZER	0-6 7-12 13+	6 11 14	100 100 100	99 67 99	0 33 0	0 0 0	0 0 0	0 0 0	99 33 --	0 0 --	0 33 --	0 0 --	0 0 --	0 0 0	99 67 0	0 33 0	0 0 0	0 0 0	X	59 32 47
MULTIMETER	0-6 7-12 13+	6 18 22	100 100 100	99 80 75	0 20 25	0 0 0	0 0 0	0 0 0	99 33 --	0 0 --	0 33 --	0 0 --	0 0 --	0 0 0	99 33 25	0 67 75	0 0 0	0 0 0	X	54 10 38
BATTERY CHARGER	0-6 7-12 13+	0 18 19	100 96 100	99 60 67	0 40 33	0 0 0	0 0 0	0 0 0	99 25 --	0 0 --	0 25 --	0 0 --	0 0 --	0 0 0	99 67 33	0 33 67	0 0 0	0 0 0	X	63 18 47
VIBRATION TEST SET	0-6 7-12 13+	0 11 18	100 96 100	99 67 33	0 33 33	0 0 0	0 0 0	0 0 0	99 0 --	0 0 --	0 0 --	0 0 --	0 0 --	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	X	54 24 38
HOIST-DECK MOUNTED	0-6 7-12 13+	0 27 8	100 95 100	99 83 99	0 17 0	0 0 0	0 0 0	0 0 0	99 20 --	0 0 --	0 20 --	0 0 --	0 0 --	0 0 0	99 60 99	0 20 0	0 0 0	0 0 0	X	62 6 24
ZYGLO (FLOURESCENT PENETRANT) INSPECTION EQUIPMENT	0-6 7-12 13+	0 18 11	100 91 100	99 50 99	0 0 0	0 0 0	0 0 0	0 0 0	99 0 --	0 0 --	0 0 --	0 0 --	0 0 --	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	X	70 14 43
50 GPM GASOLINE-DRIVEN PUMPS AND HOSES	0-6 7-12 13+	0 23 33	100 92 89	99 67 99	0 0 0	0 33 0	0 0 0	0 0 0	99 0 --	0 0 --	0 0 --	0 0 --	0 0 --	0 0 0	99 0 0	0 0 0	0 0 0	0 0 0	X	64 6 31
RUBBER FUEL BLADDERS	0-6 7-12 13+	0 31 25	100 85 83	99 50 99	0 0 0	0 0 0	0 0 0	0 0 0	99 0 --	0 0 --	0 0 --	0 0 --	0 0 --	0 0 0	99 50 33	0 50 67	0 0 0	0 0 0	X	51 9 36

**Appendix N**

**COMPARABILITY OF FORMS A AND B OF  
THE JOB DESCRIPTION INVENTORIES (JDI)**

As noted in the text of the report, in an effort to make the administration and taking of the JDI an easier, less time-consuming job, the 1,294 UH-1 maintenance tasks in Section III of the JDI were divided in half. These two sections formed the basis for Forms A and B of the JDI, which applied to the individual's current unit assignment, and for the analogous Forms A-1 and B-1, which were used with combat returnees to CONUS and applied to the individual's immediate past unit assignment.

On this basis, some 647 tasks were allocated to Section III<sup>1</sup> of Form A (or Form A-1), and the other 647 were allocated to Section III of Form B (or Form B-1). The division of tasks was done on an odd-even, or alternate, task basis. For example, the first hardware component listed in Appendix A, the Cyclic Control Stick, has eight tasks associated with it. These are:

- (1) Disassemble
- (2) Repair
- (3) Assemble
- (4) Rig to Cyclic Controls
- (5) Troubleshoot
- (6) Obtain Serviceable Replacement
- (7) Remove
- (8) Install

Of these, the even-numbered tasks appeared on Form A (or A-1), and the odd-numbered ones on Form B (or B-1).

While this division of tasks was necessary for reasons of practicality, it raised a question as to comparability of forms. Therefore, 22 tasks from Form A were included on Form B, and, in similar fashion, 22 tasks from Form B were included on Form A. These 44 tasks were chosen at random from the two forms. Thus, Form A and Form B each contained a total of 669 tasks (647 + 22) in Section III. Correlational analysis of the 44 tasks contained on both Forms A and B allowed some measure of the comparability of the two forms. These 44 tasks are identified by asterisks in the listing in Appendix A and are also given in Table N-1.

Table N-1. Tasks Common to Section III of  
Forms A and B

1. Install Collective Pitch & Power Control Lever
2. Rig Tail Rotor Control Pedal & Adjuster to Tail Rotor Controls
3. Troubleshoot Tail Rotor Control Cables
4. Obtain Serviceable Replacement for Magnetic Brake Assembly
5. Test Inertia Reel
6. Service Pilot or Copilot Seat
7. Test Electrical Jettison Controls
8. Test Rescue Hoist
9. Rig Synchronized Elevator to Cyclic Controls
10. Install Anti-Icing Interpreter
11. Remove Induction System Air Filter
12. Obtain Serviceable Replacement, Engine Induction Baffle
13. Rig N<sub>1</sub> Power Lever Control Tubes to Throttle (Twist Grip)

---

(Continued)

<sup>1</sup> Sections I, II, and IV did not differ between Forms A and B; only Section III differed.

Table N-1. Tasks Common to Section III of  
Forms A and B (Continued)

14. Adjust Fuel Control Unit
  15. Disassemble Power Turbine Governor Cambox
  16. Troubleshoot Power Turbine Governor Cambox
  17. Troubleshoot N<sub>2</sub> Tachometer Generator
  18. Troubleshoot Fuel Quantity Tank Unit
  19. Install Starting Fuel Solenoid Valve Filter
  20. Remove Starting Fuel Nozzles
  21. Disassemble Fuel Divider and Dump Valve
  22. Assemble Fuel Divider and Dump Valve
  23. Remove Exhaust Thermocouple Assembly
  24. Repair Engine Exhaust Tail Pipe by Stop Drilling
  25. Repair Engine Oil Pressure Relief Valve
  26. Adjust Engine Oil Pressure Relief Valve
  27. Test Engine with Jet Cal Analyser
  28. Service Hydraulic Reservoir
  29. Assemble Hydraulic System Filters
  30. Assemble Transmission External Oil Filter
  31. Install Transmission Pylon Isolation Mount
  32. Disassemble Transmission Primary Oil Filter Assembly
  33. Repair Transmission Chip Detector Plug by Replacing "O" Rings
  34. Service Tail Rotor Gear Box
  35. Assemble Tail Rotor Drive Quill Assembly and Flex Coupling
  36. Remove Main Drive Shaft Assembly
  37. Service Intermediate Gear Box (42° Gear Box)
  38. Rig Main Rotor and Rotor Assemblies
  39. Repair Collective Levers (any one)
  40. Adjust Pilot Attitude Indicator
  41. Obtain Universal Pylon Serviceable Replacement
  42. Obtain Navigation Light Flasher Serviceable Replacement
  43. Disassemble Anti-Collision Light
  44. Adjust RPM Limit Warning System
- 

In order to examine the A-B comparability question, correlational analyses were made of responses on these 44 tasks. It should be noted that these 44 tasks represent the full range of tasks in terms of percentage performing. Reference to Appendix A shows, for example, that very few mechanics reported performing Task 37-3 (Test Rescue Hoist), while practically all reported performing Task 162-4 (Assemble Intermediate Gear Box).

For all organizational shop mechanics, regardless of experience level, the percentages reported performing the 44 tasks on Form A correlated .95 with the percentages reported on Form B. For all organizational crew chiefs combined, Forms A and B correlated .90. For all DS/GS shop mechanics, combined, however, the correlation was only .76. Each of these correlations is significant beyond the .001 level. The Ns for these groups were 366 for organizational shop mechanics, 333 for organizational crew chiefs, and 72 for DS/GS shop mechanics (Table 4).

These data indicate, then, that the percentage of respondents who report performing a given task for the Form A sample is very closely correlated with the percentage in the

Form B sample who report performing that same task. This relationship is quite close for both the organizational shop mechanic and organizational crew chief groups, and moderately close for the DS/GS shop mechanics group. The difference in correlations between those persons at the organizational and DS/GS levels is probably reflective of the reduction in reliability that results from the reflectively small N in the DS/GS group.

Table N-2 breaks these correlations down by experience group. As can be seen, the correlations remain substantial for all organizational level groups and moderate for the DS/GS groups. All are statistically significant ( $p < .001$ ). Reference to the subgroup Ns in Table 4 again shows the variation in A versus B correlation as a function of subgroup size.

Table N-2. Correlations of Forms A and B by Unit Level and Experience Groups

Group	Months of Experience		
	0-6	7-12	13+
Organizational Shop Mechanics	.95	.95	.94
Organizational Crew Chiefs	.83	.96	.95
DS/GS Shop Mechanics	.72	.90	.68

These data indicate that the Form A and Form B samples produced highly comparable and consistent results. Thus, it can be concluded with some assurance that the use of the two JDI forms did not significantly affect the quality of the data gathered.

The remarkable degree of internal and external consistency in these data is impressive. The JDIs were carefully constructed and pretested, and they involved the joint efforts of many conscientious military maintenance personnel and the HumRRO researchers. The 771 enlisted mechanics, 180 enlisted supervisors, and 83 maintenance officers did a thorough and professional job of completing the JDIs to provide the requested information. The high correlations indicate that their responses to the individual task items are highly reliable and that the respondents discriminated among the various tasks. It is felt that the responses of these maintenance personnel can be relied upon, and that these data can be used to the Army's benefit. This also suggests, in terms of survey methodology, that splitting a lengthy task list (of the sort used here) into parts need not affect the quality of the data if the questionnaire forms are carefully constructed and administered, and if the samples are carefully drawn. This should make the gathering of future job description data an easier task.

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